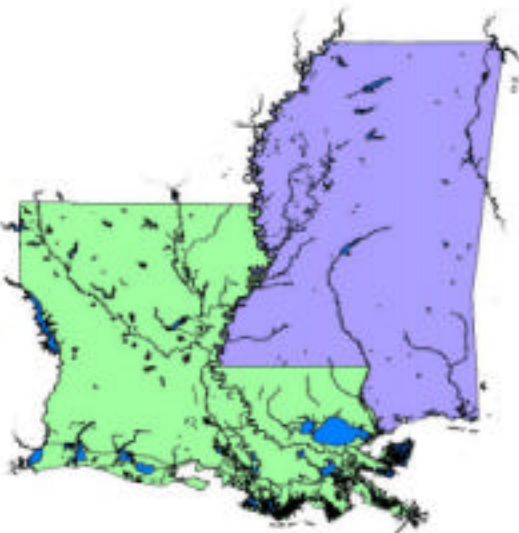


**Marine Safety Office New Orleans/ Marine Safety Detachment
Baton Rouge Area Contingency Plan**



NATIONAL RESPONSE CENTER

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Table of Contents

SECTION 100	1
National Response System	1
Section 100: National Response System	1
Section 110: National Response System Doctrine	1
Section 111: National Response System	1
Section 112: National Contingency Plan (40 CFR 300, 2 FEB 1990)	1
Section 113: Response Doctrine	2
Section 114: National Response Priorities	3
Section 115: Substantial Threats to Public Health and Welfare	3
Section 116: Environmental Sensitivities	3
Section 116.1: Endangered and Threatened Species	3
Section 116.2: Natural Resource Trustees	4
Section 117: Socio/Economic Sensitivity	4
Section 118: Archeo/Historical Sensitivity	4
Section 118.1: Section 106 Consultation	4
Section 120: Federal On-Scene Coordinator (FOSC)	5
Section 121: First Federal Official On-Scene	5
Section 122: Federal Removal Authority	5
Section 130: State Response Policies	5
Section 131: Louisiana	5
Section 131.1: Oil Pollution	6
Section 131.2: Hazardous Materials Releases	6
Section 132: Mississippi	6
Section 140: Responsible Party	7
Section 141: Response Plans	7
SECTION 200	8
Unified Command	8
Section 200: Response Organization	8
Section 210: Incident Command System (ICS)	8
Section 211: Unified Command	9
Section 212: Unified Command Responsibilities	10
Section 213: Unified Command Meeting	10
Section 220: Command Staff	11
Section 221: Liaison Officer Responsibilities	12
Section 222: Information Officer Responsibilities	12
Section 223: Safety Officer Responsibilities	13
SECTION 300	14
Operations	14
Section 310: Operations Organization	14
Section 311: Operations Section Chief Responsibilities	15
Section 312: Staging Area Manager Responsibilities	15
Section 313: Recovery and Protection Branch Responsibilities	16
Section 314: Emergency Response Branch Responsibilities	16
Section 315: Port Operations Branch Responsibilities	16

Section 316: Air Operations Branch Responsibilities	17
Section 320: Emergency Notifications	18
Section 320.1: Federal Notification Requirements	18
Section 320.2: State Notification Requirements	18
Section 320.3: What to Report	18
Section 330: Oil Removal Strategies	24
Section 331: Basic Response Considerations	24
Section 332: Classification and Properties of Oil Types	24
Section 333: Oil Spill Cleanup Properties	26
Section 334: Open Water Response Operations	27
Section 334.1: Shoreline Protection	28
Section 334.2: Chemical Dispersion	28
Section 334.3: Mechanical Recovery	33
Section 334.4: In-situ Burning	37
Section 334.5: Natural Remediation	38
Section 334.6: Bio-Remediation	38
Section 334.7: Sinking Agents	38
Section 335: Shoreline Cleanup Strategies	38
Section 335.1: Cleanup Factors	38
Section 335.2: Selection of Cleanup Method	38
Section 335.3: Shoreline Cleanup Methods and Descriptions	40
Section 336: Applications for Shoreline Cleanup Methods	44
Section 336.1: Cleanup Method Matrices	44
Section 336.2: Selection of Method	45
Section 337: Geographic Response Plans	50
Section 340: HAZMAT Response Operations	51
Section 341: Federal Authorities and Jurisdiction	52
Section 341.1: Response Authority at Hazardous Waste Management Facilities	53
Section 341.2: Termination of HAZMAT Response Operations	53
Section 342: State Authorities and Jurisdiction	53
Section 342.1: Louisiana	54
Section 342.2: Mississippi	54
Section 343: Local Agency Authority and Jurisdiction	54
Section 344: Classification of HAZMAT Incidents	54
Section 345: HAZMAT Response System	55
Section 346: HAZMAT Response Operations	55
Section 346.1: Notification, Initial Data Collection, and Preliminary Assessment	55
Section 346.2: Initial Response Actions	55
Section 346.3: Public Protective Measures	56
Section 347: Response Plans	57
Section 347.1: Conservative Response	57
Section 347.2: Active Response	57
Section 347.3: Generic HAZMAT Response Plan	59
Section 348: Response Operations	63
Section 349: Documentation	63
Section 350: Firefighting Strategies	63
Section 351: Authorities and Responsibilities	63
Section 351.1: Federal	63
Section 351.2: Local	63
Section 351.3: Owner, Operator	64
Section 351.4: Incident Commander	64
Section 351.5: COTP New Orleans Role	64
Section 352: Initial Firefighting Operations	65
Section 353: Firefighting Considerations	66
Section 354: Other Firefighting Resources	67
Section 355: Port Entry and Movement of a Burning Vessel	67

Section 356: Firefighting on Vessels	69
Section 356.1: Vessel Stability Considerations	70
Section 356.2: Water Discipline	72
Section 356.3: Dewatering	72
Section 356.4: List Correction	73
Section 356.5: General Tactics for Common Vessel Spaces	73
Section 356.6: Special Considerations According to Vessel Type	74
Section 357: Bulk Liquid Tank Vessels	76
Section 357.1: Petroleum	76
Section 357.2: Liquid Natural Gas (LNG)/Liquid Propane Gas (LPG)	76
Section 357.3: Chemical	77
Section 358: Passenger Vessels	77
Section 358.1: Special Planning	77
Section 360: Salvage/Lightering Strategies	77
Section 361: Salvage Operations	77
Section 361.1: Salvage Plan Contents	78
Section 362: Lightering Operations	78
Section 362.1: Lightering Plan Contents	78
Section 370: Emergency Medical /Mass Casualties Strategies	79
Section 371: Medical Considerations	79
 SECTION 400	 80
Planning	80
Section 410: Planning Organization	80
Section 411: Planning Section Chief Responsibilities	81
Section 412: Situation Unit Leader Responsibilities	81
Section 413: Resource Unit Leader Responsibilities	82
Section 414: Documentation Unit Leader Responsibilities	82
Section 415: Demobilization Unit Leader Responsibilities	82
Section 416: Technical Specialists	83
Section 420: Geographic Boundaries	83
Section 420.1: Captain of the Port New Orleans Zone	83
Section 421: Coastal Zone	83
Section 430: Area Assessments	84
Section 431: Oil and Hazardous Substance Waterway Transportation Pattern	84
Section 432: Non-Water Transportation Routes	86
Section 433: Transfer, Storage, and Processing Facilities	86
Section 434: Local Geography	87
Section 434.1 Coastal Geography	87
Section 434.2: Shoreline Types, Sensitivity, Cleanup Considerations	87
Figure 400.1: Major Coastal Structures General Locations	89
Figure 400.2: Bluffs General Location	91
Figure 400.3: Fine Sand Beaches General Locations	93
Figure 400.5 - Shell Beaches General Locations	96
Figure 400.6 - Perched Sand Beaches General Locations	98
Figure 400.7: Perched Shell Beaches General Locations	100
Figure 400.8: Sandy Tidal Flats General Locations	102
Figure 400.9: Muddy Tidal Flats General Locations	104
Figure 400.10: Swamps General Locations	106
Figure 400.11: Fresh Marshes General Locations	108
Figure 400.12: Salt Marsh General Locations	110
Section 440: Sensitive Areas	111
Section 441: Environmentally Sensitive Areas	111
Section 442: Wildlife and Fisheries Areas	111

Section 443: Socio/Economic Sensitive Areas	112
Section 444: Archeo/Historical Sensitive Areas.....	114
Section 450: Planning Considerations	114
Section 451: Protection Priorities.....	114
Section 460: Human Health and Safety	115
Section 461: Site Safety Plan Contents	115
Section 462: Waterworks Warning Network.....	116
Section 462.1: Water Intake Facilities.....	117
Section 470: Incident Action Plan	119

SECTION 500 120

Logistics	120
Section 510: Logistics Organization	120
Section 511: Logistics Section Chief Responsibilities.....	121
Section 512: Supply Unit Responsibilities	121
Section 513: Facilities Unit Responsibilities.....	121
Section 514: Transportation/Ground Support Unit Responsibilities	122
Section 515: Communications Unit Responsibilities	123
Section 516: Medical Unit Responsibilities	123
Section 517: Food Unit Responsibilities.....	124
Section 520: Support	124
Section 521: Equipment	124
Section 521.1: Gulf Strike Team Equipment	124
Section 521.2: Eighth Coast Guard District Response Advisory Team (DRAT) Equipment.....	124
Section 521.3: Firefighting Resources	125
Section 521.4: Oil Spill Removal Organizations	126
Section 522: Facilities.....	136
Section 522.1: Louisiana Facilities.....	136
Section 522.2: Mississippi Facilities.....	138
Section 523: Agency Points of Contact	140
Section 523.1: Federal Points of Contact	140
Section 523.2: State Points of Contact	145
Section 523.3: Local Agency Points of Contact.....	146
Section 523.4: Miscellaneous Points of Contact.....	150
Section 530: Medical Services	151
Section 531: Hospitals.....	151
Section 532: Air Medical Services	154
Section 533: Hyperbaric Chambers.....	154
Section 540: Special Forces Capabilities	155
Section 541: Coast Guard Strike Teams	155
Section 542: Coast Guard Public Information Assist Team.....	155
Section 543: Marine Safety Center Salvage Team	155
Section 544: District Response Group (DRG) and District Response Advisory Team	156
Section 545: U. S. Navy SUPSALV	156
Section 546: NOAA Scientific Support Coordinator	156
Section 547: MSO New Orleans Hand Held Infra Red (HHIR) Camera Team	156
Section 550: Communications.....	156
Section 551: Coast Guard Marine Band VHF-FM Radio Frequency Allocations	157
Section 552: Communications Plan.....	157
Section 553: Communications Equipment.....	157
Section 553.1: Eighth Coast Guard District Communications Equipment	157
Section 553.2: Federal Agencies Communications Equipment.....	158
Section 560: Temporary Storage, Treatment, Disposal	158
Section 561: Disposal Process.....	159

Section 562: Hazardous Waste Definition	159
Section 563: Supporting Regulations	160
Section 564: Nonhazardous Oilfield Waste (NOW).....	160
Section 565: Oil and Hazardous Waste Disposal Check List	160
Section 570: Ordering, Receiving, Issuing	161
Section 571 Coordination of Resource Order	162
Section 571.1. Single Point Resource Ordering	162
Section 571.2: Multipoint Resource Ordering	162
Section 572: Receiving	162
Section 572.1: Supply Base	162
Section 573: Issuing	162
Section 580: Additional Resources.....	162
Section 581: Oil Spill Removal Organizations.....	163
Section 582: HAZMAT Response Resources.....	164
Section 582.1: Contractors	164
Section 582.2: Louisiana Parish Resources	166
Section 583: Air Services	172
Section 584: Salvage Resources.....	173
Section 585: Diver Resources	173
Section 586: Firefighting Resources.....	175
Section 587: Special Permits	176
Section 587.1: Highway Transportation.....	176
Section 587.2: Resource Conservation Recovery Act (RCRA)	176
Section 587.3: Army Corps of Engineers.....	177
Section 587.4: Levee Board	177
Section 588: Dispersant Stockpile	177
Section 589: Burn Boom Locations	178
Section 590: Special Consultants.....	178
Section 591: Dispersants	178
Section 592: Bio-Remediation	179
Section 593: In-Situ Burn	180
 SECTION 600	 181
Finance.....	181
Section 610: Finance Organization	181
Section 611: Finance Section Chief Responsibilities	182
Section 612: Time Unit Leader Responsibilities	182
Section 613: Procurement Unit Leader Responsibilities	183
Section 614: Compensation/Claims Unit Leader Responsibilities.....	183
Section 615: Cost Unit Leader Responsibilities.....	184
Section 620: Federal Funds	184
Section 621: CERCLA.....	184
Section 622: Oil Spill Liability Trust Fund	184
Section 630: Contracting and Procurement.....	185
Section 640: Cost Documentation.....	185
Section 650: State Government Access to the OSLTF.....	185
Section 651: Eligibility Considerations.....	186
Section 652: Costs Incurred Before FOSC Contact.....	186
Section 653: Contacting the FOSC.....	186
Section 654: Evaluation by FOSC	186
Section 655: Pollution Funding Removal Authorization	187
Section 655.1: Sample Pollution Removal Funding Authorization.....	188
Section 656: Reimbursable Activities	191
Section 660: Claims	191

Section 670: Damage Assessment Procedures.....	192
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APPENDIX I	
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Baton Rouge: MM 168 - 265.....	
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Geographic Information Maps.....	
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INDEX	
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Section 100

National Response System

Section 100: National Response System

This section defines National Response System doctrine and provides policies and responsibilities for the Federal On-Scene Coordinator (FOSC), the State On-Scene Coordinator (State OSC), and the Responsible Party (RP).

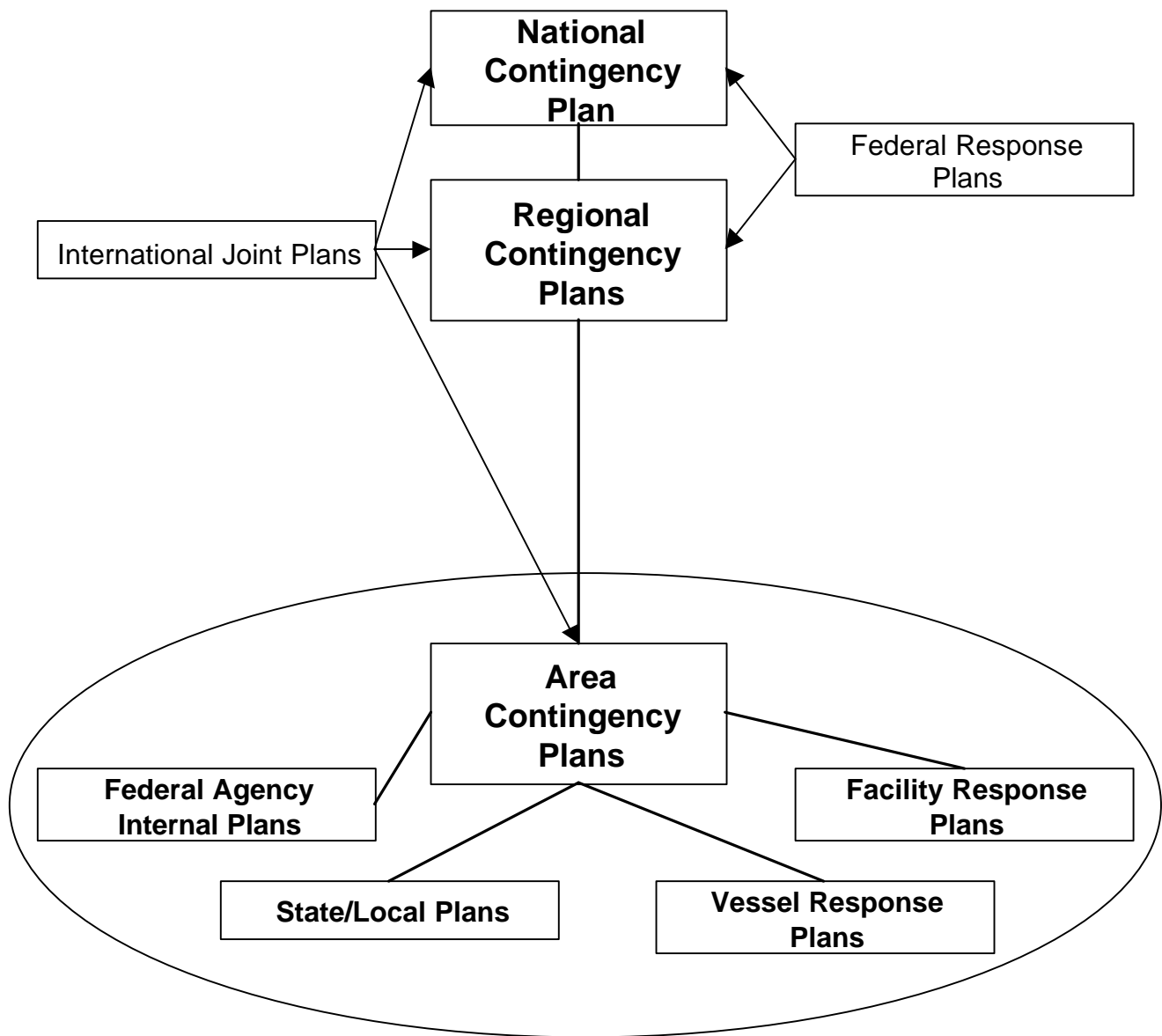
Section 110: National Response System Doctrine

Section 111: National Response System

The National Response System (NRS) is the mechanism for coordinating response actions by all levels of government, in a focused response organization, for the immediate and effective removal of oil discharges and hazardous substance releases. The responsible party is required to ensure that all prevention and removal actions are coordinated with the FOSC and accomplished in accordance with the National Contingency Plan (NCP). The NRS is a three tiered response and preparedness mechanism that supports the pre-designated Federal On-Scene Coordinator (FOSC) in coordinating national, regional, and local government agencies, industry, and the responsible party during an incident. The NRS is composed of the National Response Team (NRT), the Regional Response Team (RRT), the OSC, the Area Committee, Special Teams, and related support entities.

Section 112: National Contingency Plan (40 CFR 300, 2 FEB 1990)

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) provides the organizational structure and procedures to prepare for and respond to discharges of oil and releases of hazardous substances, pollutants, and contaminants. Actions of the FOSC and other agencies, organizations, groups, or individuals shall be taken in accordance with the NCP. This Area Contingency Plan, along with all local contingency plans and industry response plans shall be maintained in accordance with the NCP.



————— Plans of the National Response System
 ==> Points of coordination with the NRS
 — Plans integrated in the ACP

Section 113: Response Doctrine

In order to minimize substantial threats to public health and welfare, and environmental damages caused by catastrophic oil spills, responders shall work together to protect sensitive areas and to keep the discharged oil from impacting sensitive areas and natural resources. The FOSC shall

direct and coordinate the response organization to consider simultaneously the use of all appropriate cleanup methods during a response. Mechanical containment and recovery techniques will be managed along with authorized Alternative Response Technology (ART). Approved use of chemical countermeasures, dispersants, shoreline cleaning agents, in situ burning, bioremediation, and other technology shall be evaluated and managed by the Unified Command. The use of sinking agents is specifically prohibited by the NCP and international convention.

Section 114: National Response Priorities

The NCP defines the following national response priorities:

1. Safety of human life;
2. Stabilization and containment of the situation;
3. Environmental sensitivities;
4. Socio/Economic sensitivities;
5. Archeological/Historical sensitivities.

Section 115: Substantial Threats to Public Health and Welfare

If a discharge poses or may pose a substantial threat to public health or welfare of the United States, the FOSC **shall direct** all Federal, state, local or private actions to remove the discharge or to mitigate or prevent the threat of such a discharge. Safety of both the public and the response personnel is the direct and constant responsibility of the Unified Command.

Section 116: Environmental Sensitivities

The FOSC will direct and coordinate every appropriate action to prevent and mitigate impacts to environmentally sensitive areas. The Incident Action Plan will detail the actions to be taken and the resources assigned to protect environmentally sensitive sites.

Section 116.1: Endangered and Threatened Species

The potential impact of response actions, as well as the impact of the discharge on endangered and threatened species shall be evaluated and minimized by the Unified Command. Actions taken by the Unified Command in accordance with the NCP and this Area Plan shall be consistent with Section 7 of the Endangered Species Act. Any known or potential "taking" of endangered or threatened species that may result from actions directed by the Unified Command shall be identified in accordance with the consultation required by Section 7.

Section 116.2: Natural Resource Trustees

Natural Resource Trustees are designated by the President as those officials who are to act on behalf of the public to manage or control resources. Where there are multiple trustees because of coexisting or contiguous natural resources or concurrent jurisdictions, the trustees should coordinate and cooperate in carrying out their responsibilities. Cooperation in coordinating assessments, investigations, planning, and access between resource trustees and the FOSC may be essential to both the response and the NRDA effort. NRDA requirements for information, response resources or transportation may best be accomplished by assigning an NRDA Representative as a Technical Specialist to the Planning Section. The NCP designates the following Trustees of natural resources:

- ◆ Secretary of Commerce (DOC, NMFS, NOAA);
- ◆ Secretary of the Interior (DOI, USFWS);
- ◆ Secretary for land managing agencies: DOD, USDA, DOE and DOI;
- ◆ Head of agencies authorized to manage or control resources;
- ◆ State Trustees;
- ◆ Indian Tribes;
- ◆ Foreign Trustees.

Section 117: Socio/Economic Sensitivity

Socio/Economically Sensitive areas are those areas or sites where there may be risks to social or economic interests, such as public beaches, tourist areas, fisheries, aquaculture, or commercial operations that may be affected by a discharge. The potential impact of response operations, as well as the impact of the discharge on social and economic interests shall be evaluated and managed by the Unified Command.

Section 118: Archeo/Historical Sensitivity

Archeo/Historically sensitive areas are those areas or sites where there may be risks to culturally important archeological, heritage, architectural, or other historically recognized features. The potential impact of response operations, as well as the impact of the discharge on archeological, cultural, and historical interests shall be evaluated and managed by the Unified Command.

Section 118.1: Section 106 Consultation

The FOSC shall direct and coordinate all immediate actions to protect and preserve National Historical Properties and other culturally or historically sensitive sites. Any Federal undertaking which has the potential to adversely affect any National Historical Property is subject to consultation under Section 106 of the National Historical Preservation Act (16 USC 470). Federal undertakings which may adversely affect a National Historic Property require a formal

Section 120: Federal On-Scene Coordinator (FOSC)

The Federal On-Scene Coordinator (FOSC) is the predesignated Federal official responsible for ensuring immediate and effective response to a discharge or threatened discharge of oil or a hazardous substance. The U.S. Coast Guard designates FOSCs for the U.S. coastal zones, while the U.S. Environmental Protection Agency (EPA) designates FOSCs for the U.S. inland zones. The Coast Guard does not provide Remedial Project Managers (RPM) for discharges or releases from hazardous waste management facilities or in similarly chronic incidents. The FOSC is also responsible for overseeing the development of the ACP in the area of the OSC's responsibility. Captain of the Port (COTP) New Orleans has been designated FOSC for the portion of the New Orleans COTP AOR within the coastal zone. The FOSC has the authority to access Federal funds from the Oil Spill Liability Trust Fund (OSLTF) and from the Comprehensive Environmental Response, Compensation and Liability (CERCLA) Fund.

Section 121: First Federal Official On-Scene

The first federal official affiliated with a NRT member agency to arrive at the scene of a discharge should coordinate activities under the NCP and is authorized to initiate, in consultation with the FOSC, any necessary actions normally carried out by the FOSC until the arrival of the predesignated FOSC. This authorizes the Coast Guard FOSC to provide initial response to incidents occurring in the predesignated EPA inland zones, and vice versa. This official may initiate federally funded financed actions only as authorized by the FOSC.

Section 122: Federal Removal Authority

Under the authority of Title 33 United States Code, Part 1321, Section 311 (Clean Water Act), and in accordance with the NCP, the FOSC directs and coordinates all Federal, State, and private actions to remove a discharge or to mitigate or prevent the threat of a discharge, by whatever means available. The OSC is directly responsible for evaluating the effectiveness of the RP's response operations. During effective, efficient, and timely operations, the FOSC will assist and support the RP. The Unified Command has the flexibility to determine the appropriate level of Federal response action required by each specific incident. The RP is liable for the costs of Federal removal actions and damages in accordance with Section 311(f) of the Clean Water Act, Section 1002 of the Oil Pollution Act (OPA) of 1990, and other federal laws.

Section 130: State Response Policies

Section 131: Louisiana

The State of Louisiana is represented on the RRT by the Louisiana Oil Spill Coordinator and the Louisiana Department of Environmental Quality's (DEQ) Assistant Secretary for Water Resources. DEQ has three offices which could be involved in incident response: Air Quality

and Radiation Protection, Solid and Hazardous Waste, and Water Resources. Most EPA regulations have been adopted by Louisiana State law and are enforced by the DEQ. DEQ can respond to and manage all types of pollution incidents. The Louisiana State Police has been designated the State Emergency Response Commission (SERC), and is the lead state response agency for hazardous materials incidents.

Section 131.1: Oil Pollution.

In 1991 the State of Louisiana enacted the Oil Spill Prevention and Response Act to work in conjunction with OPA 90. The Office of the LA Oil Spill Coordinator (LOSCO) was created to administer and enforce this act. During pollution response operations, the Coordinator may act as the leading authority and representative for the state. LOSCO responsibilities include, but are not limited to:

- ◆ Developing a statewide prevention and response plan.
- ◆ Providing coordinated response efforts from appropriate state agencies.
- ◆ Representing state interests to the Federal On-Scene Coordinator during response efforts, if LOSCO replaces DEQ as the SOSC under the provisions of the Louisiana Oil Spill Prevention and Response Act.

Section 131.2: Hazardous Materials Releases.

The Louisiana State Police is the lead state response agency for hazardous materials incidents. COTP New Orleans notifies the State Police about any hazardous materials incident in Louisiana. The State Police maintains the Louisiana Statewide Emergency Response Plan and has the following capabilities:

- ◆ Assist the FOSC on hazardous substances incidents in accordance with the NCP and Louisiana Statewide Emergency Response Plan.
- ◆ Conduct on-site entries into hazardous atmospheres of unknown concentration with the appropriate personal protective clothing.
- ◆ Take appropriate enforcement actions to mitigate, remove or prevent further discharges or releases of pollutants or contaminants.

Section 132: Mississippi

The Bureau of Pollution Control provides the Mississippi member to the Region IV RRT and is the lead state agency in responding to oil or hazardous substance discharges. During a pollution incident the Bureau's duties include spill notification, initial response actions, evacuations, cleanup activities, waste disposal and providing for coordination between State and federal agencies. The Bureau can obtain pollution cleanup funds from the State Pollution Abatement Grant Fund. Mississippi State agencies that assist the Bureau of Pollution Control are the State Emergency Agency, Mississippi Highway Safety and Patrol and the Bureau of Marine Resources. General duties of these agencies are described in the Bureau of Pollution Control Response Procedure.

Section 140: Responsible Party

Under OPA 90, the responsible party has primary responsibility for the cleanup of a discharge. Section 4201(a) of OPA 90 states that an owner or operator of a tank vessel or facility participating in removal efforts shall act in accordance with the National Oil and Hazardous Substances Pollution Contingency Plan and the applicable response plan required. RPs must work in conjunction with the FOSC and State OSC to ensure effective, efficient, and timely response operations.

Section 141: Response Plans

Section 4202 of OPA 90 states that response plans shall:

- ◆ Be consistent with the requirements of the National Oil and Hazardous Substances Pollution Contingency Plan and Area Contingency Plans;
- ◆ Identify the qualified individual having full authority to implement removal actions, and require immediate communications between that individual and the appropriate Federal official and the persons providing personnel and equipment.
- ◆ Identify, and ensure by contract or other means approved by the President, the availability of private personnel and equipment necessary to remove to the maximum extent practicable a worst case discharge (including a discharge resulting from fire or explosion), and to mitigate or prevent a substantial threat of such a discharge;
- ◆ Describe the training, equipment testing, periodic unannounced drills, and response actions of persons on the vessel or at the facility to be carried out under the plan to ensure the safety of the vessel or facility and to mitigate or prevent the discharge, or the substantial threat of a discharge;
- ◆ Be updated periodically; and
- ◆ Be resubmitted for approval of each significant change.

Each owner or operator of a tank vessel or facility required by OPA 90 to submit a response plan shall do so in accordance with applicable regulations. Facility and tank vessel response plan regulations, including plan requirements, are located in 33 CFR Parts 154 and 155, respectively.

Section 200

Unified Command

Section 200: Response Organization

Response management brings together the functions and expertise of the federal government, state government, industry and the RP. The Coast Guard has adopted and endorses the National Incident Information Systems use of the Incident and Unified Command Systems (ICS, UCS). RP response organizations may differ. Response organizations that differ from ICS/USC can be used but must ensure that the information management and decision making needs for the response are met. The FOSC will adapt its ICS to the RP's response organization during responses that are effective, efficient and meet FOSC and state and local government needs.

Section 210: Incident Command System (ICS)

The Coast Guard endorses and uses the NIIMS ICS during all emergency response operations. ICS can be used during small and large incidents and can grow or shrink to meet differing needs. The organization of ICS is built around five major management activities:

- ◆ Command
- ◆ Operations
- ◆ Planning
- ◆ Logistics
- ◆ Finance/Administration.

These five management activities are the foundation upon which the ICS organization develops. They apply during a routine emergency, organization for a major event or during a major response to a disaster. On small incidents these major activities may be managed by one person or a small group of people. Large incidents usually require that they be set as separate sections. Each primary ICS section, Command, Operations, Planning, Logistics, and Finance/Administration may be expanded or contracted as needed. Section 220 provides a diagram of an ICS or Unified Command System (UCS). Sections 221, 222, and 223 provide general responsibilities for positions assigned to the Incident Commander general staff. ICS section organizations and general responsibilities are provided in the following ACP sections:

- | | |
|--------------------------|--------------------|
| ◆ Command | Sections 212 - 223 |
| ◆ Operations | Sections 310 - 316 |
| ◆ Planning | Sections 410 - 416 |
| ◆ Logistics | Sections 510 - 517 |
| ◆ Finance/Administration | Section 610 - 615 |

Section 211: Unified Command

The Unified Command structure provides an organization capable of anticipating and responding to pollution response emergencies. The goal of the Unified Command is to coordinate command and control for the response. Unified Command is designed to bring together continuous decision making input from response groups at all organizational levels: city, parish, county, state, federal, industry and the community. Response agencies are responsible for participating in the Unified Command at various levels. Liaison and direct communications between response agencies must be an integral and continuous part of the response process. Each agency retains its own organizational identity, while tasking and resource allocation is coordinated by the Unified Command. Section 212 outlines general Unified Command responsibilities. Section 213 provides guidance to develop response objectives during initial phases of a response.

Section 212: Unified Command Responsibilities

Responsibility	Completed
1. Mobilize, implement and manage the incident specific Unified Command organization.	
2. Develop and prioritize incident objectives and strategies.	
3. Establish the incident command post.	
4. Authorize the ordering, deploying and demobilization of response resources.	
5. Keep higher authorities informed of incident status.	
6. Supervise and coordinate the Command Staff, and the Operations, Planning, Logistics, and Finance Sections.	
7. Oversee and authorize release of information to news media.	
8. Ensure public safety and the safety of all response operations.	
9. Ensure incident funding is available.	
10. Notify natural resource trustees and coordinate with NRDA representatives.	
11. Coordinate incident investigation responsibilities.	
12. Seek appropriate legal counsel.	
13. Order the demobilization of the incident when appropriate.	

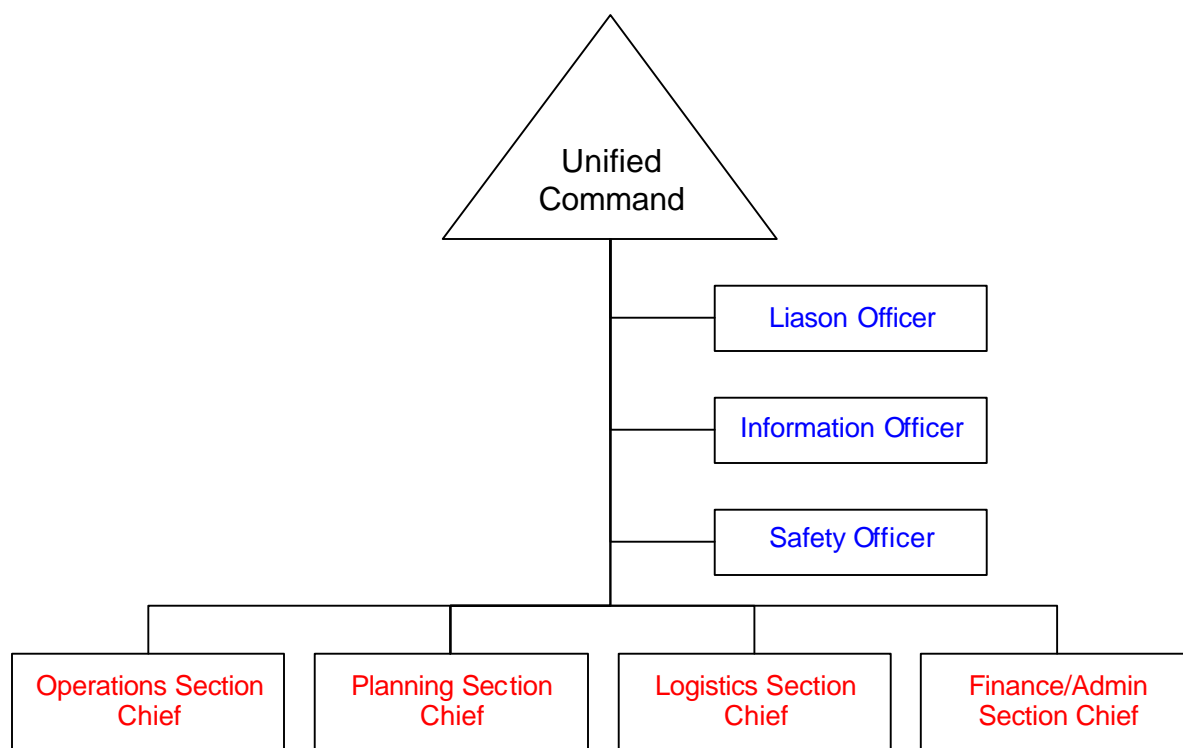
Section 213: Unified Command Meeting

Unified Command members, when first notified of an incident, should agree on the location and time for an initial Unified Command meeting. The initial Unified Command meeting will normally be accomplished at the incident Command Post, and is best scheduled after members of the Unified Command have been provided an initial situation briefing. Topics the Unified Command may need to consider at the start of an incident include, but are not limited to:

- ◆ Incident objectives.
- ◆ Key organizational assignments.
- ◆ Safety.
- ◆ Operational periods/planning schedule.
- ◆ Multi-Agency Coordination System (MACS) activation/liaison.
- ◆ Resource ordering/financial coordination.
- ◆ Public affairs coordination.
- ◆ Schedule of events/meetings.

Section 220: Command Staff

The Command Staff is comprised of the Unified Command (FOSC, State OSC, and the RP or the Qualified Individual), a Safety Officer, an Information Officer, and a Liaison Officer. The Unified Command may assign other Technical Specialists to serve on the Command Staff. Technical Specialists which may be needed at the Command level often include the NOAA Scientific Support Coordinator (SSC), legal specialists, and investigation specialists. Other Special Force components identified in the NCP may be assigned to Command Staff positions but will normally be directed by the FOSC to serve in positions in the incident response organization. The Documentation Unit may be directed to assign Recorders to support the Command Staff.



Section 221: Liaison Officer Responsibilities

Responsibility	Completed
1. Provide a point of contact for assisting and cooperating agencies.	
2. Identify agency representatives from each agency including communications link and location.	
3. Maintain a list of assisting and cooperating interagency contacts.	
4. Assist in establishing, identifying, and coordinating interagency contacts.	
5. Identify contractors, emergency groups and individuals that may be needed by the incident response and coordinate their assignment in assisting or cooperating roles.	
6. Coordinate the response to offers of the use of Alternative Response Technology or other removal technology that may be needed by the incident response.	

Section 222: Information Officer Responsibilities

Responsibility	Completed
1. Activate and manage the Joint Information Center.	
2. Serve as primary media coordinator and point of contact.	
3. Develop presentations for media briefings and the press information package.	
4. Coordinate the schedule of press conferences, media releases, and other activities.	
5. Serve as media assistant to the Unified Command during media conferences.	
6. Draft all press releases and obtain Unified Command approval for media releases.	
7. Maintain current information summaries and/or displays on the incident and provide information on status of incident to assigned personnel.	
8. Arrange for tours and other interviews that may be required.	
9. Obtain media information that may be useful to the Planning Section or the Unified Command.	

Section 223: Safety Officer Responsibilities

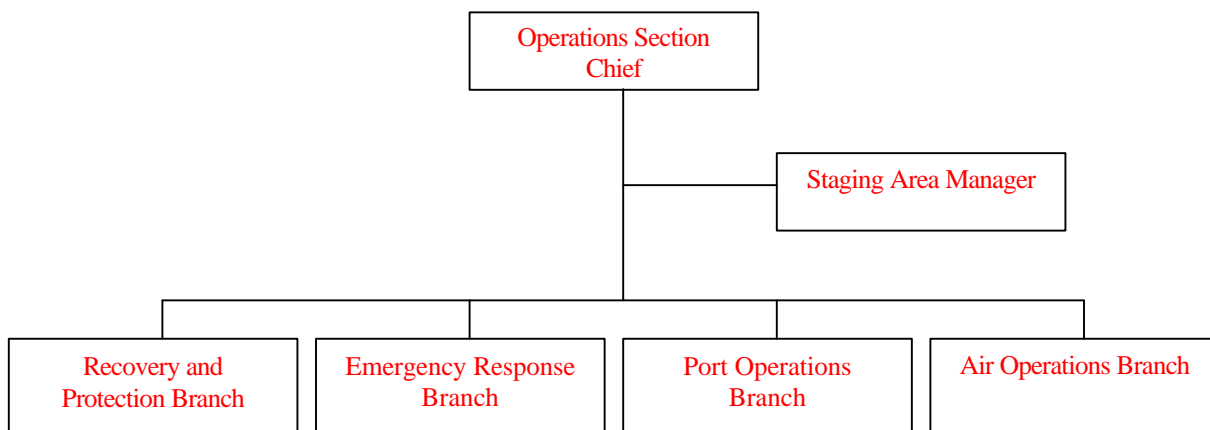
Responsibility	Completed
1. Identify and evaluate all safety and health hazards, including public health threats and responder safety concerns.	
2. Ensure the performance of preliminary and continuous site characterization and analysis which shall include the identification of all actual or potential physical, biological, and chemical hazards known or expected to be present on site.	
3. Participate in planning meetings to identify any health and safety concerns in the Incident Action Plan.	
4. Review the Incident Action Plan for safety implications.	
5. Investigate accidents that have occurred within incident areas.	
6. Ensure the preparation and implementation of the site specific Health and Safety Plan (HASP) in accordance with the Area Contingency Plan (ACP) and State and Federal OSHA regulations.	
7. Ensure site safety briefings are conducted each day, or more frequently.	
8. Advise state agencies, local agencies, and the medical community on all potential public health concerns.	
9. Determine levels of personal protective equipment required for all areas.	
10. Review and approve the Medical Plan.	
11. Assign assistants and manage the incident safety organizations.	

Section 300

Operations

Section 310: Operations Organization

The Operations Section carries out the Incident Action Plan (IAP) by directing and conducting all incident tactical operations. The Operations Section Chief is assigned by the Unified Command, may be a member of the Coast Guard, State, or a representative from the RP, and may have deputies assigned from the same agency or other agencies or jurisdictions. The Operations Section will be organized to accomplish the tasks identified in the Incident Action Plan and may need to include the following Branch Directors:



Section 311: Operations Section Chief Responsibilities

Responsibility	Completed
1. Report to the Unified Command.	
2. Participate in planning meetings to develop Operations portions of the Incident Action Plan.	
3. Supervise the execution of the Incident Action Plan operational assignments.	
4. Request resources needed to implement the Operations tactics as part of the Incident Action Plan development.	
5. Ensure safe tactical operations.	
6. Make or approve expedient changes to the Incident Action Plan as necessary during the operational period.	
7. Assemble and disassemble teams/task forces assigned to operations section.	
8. Manage resources assigned to Staging Areas as an integral part of the Operations Section.	
9. Approve resources to be released from assigned status during the operational period (not demobilized from the incident).	
10. Report information about changes in resource status, changes in the implementation of the Incident Action Plan, changes in the incident situation, work progress, special activities, events, or occurrences to the Planning Section (SITSTAT/RESTAT), Information Officer, and the Incident Command.	

Section 312: Staging Area Manager Responsibilities

Responsibility	Completed
1. Establish and maintain boundaries of staging areas.	
2. Post signs for identification and traffic control.	
3. Establish procedures for checking in and out of staging area.	
4. Determine and request logistical support for personnel and/or equipment as needed.	
5. Keep Ops Section Chief advised of all changing situations/conditions on scene.	
6. Respond to requests for resource assignments.	
7. Respond to requests for information as required.	
8. Demobilize or reposition staging areas as needed.	
9. Maintain Unit/Activity Log (ICS 214).	

Section 313: Recovery and Protection Branch Responsibilities

Responsibility	Completed
1. Report to the Operations Section Chief.	
2. Develop recovery and protection operations portions of the Incident Action Plan.	
3. Brief and assign recovery and protection operations personnel in accordance with the Incident Action Plan.	
4. Supervise recovery and protection operations, including protective actions, on water recovery, shoreside recovery, disposal, and decontamination.	
5. Determine resource needs.	
6. Review recommendations and initiate release of resources.	
7. Report information about changes in resource status, special activities, events, and occurrences to the Operations Section Chief.	

Section 314: Emergency Response Branch Responsibilities

Responsibility	Completed
1. Report to the Operations Section Chief.	
2. Develop emergency response operations portions of the Incident Action Plan.	
3. Brief and assign emergency response operations personnel in accordance with the Incident Action Plan.	
4. Supervise emergency response operations, including search and rescue (SAR), salvage and lightering, fire suppression, hazardous materials response (HAZMAT), emergency medical services (EMS), and law enforcement. [NOTE: The nature of the incident may require one or more of these emergency response operations to be of primary importance to the Incident Command. Operations Section organization must be designed to meet the requirements of the specific incident.]	
5. Determine resource needs.	
6. Review recommendations and initiate release of resources.	
7. Report information about changes in resource status, special activities, events, and occurrences to the Operations Section Chief.	

Section 315: Port Operations Branch Responsibilities

Responsibility	Completed
1. Report to the Operations Section Chief.	
2. Develop port operations portions of the Incident Action Plan.	

3. Brief and assign port operations personnel in accordance with the Incident Action Plan.	
4. Coordinate and implement enforcement of safety zones, security zones, waterway closures and vessel traffic management systems. Prepare COTP, directive, or administrative orders as needed.	
5. Prepare Urgent Marine Information Broadcasts (UMIB) or Notice to Mariners (NTM) as directed by the Operations Section Chief	
6. Coordinate movement of vessels or barges damaged during the incident.	
7. Determine resource needs.	
8. Review recommendations and initiate release of resources.	
9. Report information about changes in resource status, special activities, events, and occurrences to the Operations Section Chief.	

Section 316: Air Operations Branch Responsibilities

Responsibility	Completed
1. Report to the Operations Section Chief.	
2. Request declaration or cancellation of restricted air space areas and coordinate Broadcast Notice to Airmen.	
3. Participate in planning meetings as required.	
4. Participate in preparation of the Air Operations portions of the Incident Action Plan.	
5. Perform operational planning for air operations.	
6. Prepare and provide Air Operations Summary Worksheet to the Air Support Group and Fixed-Wing Bases.	
7. Determine procedures for Air Operations to coordinate with ground Branches, Divisions, or Groups.	
8. Coordinate with Operations Section personnel.	
9. Supervise and schedule all air operations activities associated with the incident.	
10. Establish procedures for emergency reassignment of aircraft.	
11. Schedule approved flights of non-incident aircraft in the restricted air space area.	
12. Inform the Air Tactical Group Supervisor of the air traffic situation external to the incident.	
13. Resolve conflicts concerning non-incident aircraft.	
14. Coordinate with the Federal Aviation Administration (FAA).	
15. Coordinate Air Operations support of logistics transportation with the Transportation/Ground Support Unit of the Logistics Section.	
16. Provide qualified ground support, air traffic coordination, and helispot/landing zone safety personnel as required.	
17. Arrange for an accident investigation team when warranted.	
18. Coordinate ground services and aircraft support.	

19. Report information about changes in resource status, special activities, events, and occurrences to the Operations Section Chief.	
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Section 320: Emergency Notifications

Section 320.1: Federal Notification Requirements

The Responsible Party (RP) must notify the National Response Center (NRC). Per Title 33, United States Code (USC), Part 1321, Section 311(b)(5), the person in charge of a vessel or a facility must notify the NRC at 1-800-424-8802 if an oil or hazardous materials (HAZMAT) discharge. This must occur as soon as he or she has knowledge of the discharge. When the NRC cannot be contacted, contact the nearest Coast Guard Marine Safety Office or Station.

Section 320.2: State Notification Requirements

In **Mississippi**, the NRC will notify the State, and so the Responsible Party (RP) need not do so.

In **Louisiana**, if a discharge threatens the public health or can severely damage property or the environment, the RP must immediately notify the State Police at (504) 925-6595. Otherwise, the RP must notify the State Police within 24 hours if more than one barrel (42 gallons) is discharged.

Section 320.3: What to Report

Sections 320.3.1 and 320.3.2 detail what to report for oil and HAZMAT discharges, respectively.

Section 320.3.1: Oil Spill Initial Report

Date/Time of Notification: _____

Reporter Name and Title: _____

Reporter Phone Number: _____

On Behalf of the Responsible Party: _____ Y/N

Company Name: _____

Company Address: _____

Vessel Name and Number: _____

Facility Name: _____

Location: _____

Latitude: _____

Longitude: _____

River Mile: _____

Product Spilled _____

Amount Spilled: _____

gal/bbls/tons

Date/Time Incident Occurred: _____

Source of Spill _____

Cause of Spill: _____

Is Source Secured: _____

Y/N

Release Rate: _____

gal/bbls/hr/min

Tank configuration _____

Initial Response Operations:

Who is Incident Commander:

Where is the ICP:

Directions:

Other Notifications/Responders:

[illegible]

Current Response Operations by Incident Commander:

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Section 320.3.2: HAZMAT Incident Initial Report

The list of reportable quantities (RQ's) established by EPA in 40 CFR 116 and 117 triggers the notification process. If a release exceeds the RQ, the spiller must notify the National Response Center immediately. If a substance is determined to be a hazardous substance (as defined by section 101 of CERCLA) and no RQ has been established, section 102 (b) of CERCLA establishes the RQ as one pound.

In addition to the notification to the NRC as required by CERCLA, the spiller must provide to the FOSC the below information:

Date/Time of Notification:	_____
Reporter Name and Title:	_____
Reporter Phone Number:	_____
On Behalf of the Responsible Party:	Y/N
Company Name:	_____
Company Address:	_____ _____

Vessel Name and Number:	_____
Facility Name:	_____
Location:	_____
Latitude:	_____
Longitude:	_____
River Mile:	_____

Product Released: _____
Quantity Released: _____ ft³/hour/min

Date/Time Incident Occurred: _____

Source of Release: _____

Cause of Release: _____

Is Source Secured: _____ Y/N

Release Rate: _____ gals/hour/min

Tank configuration: _____

Substance ID. Trade Name: _____

Common Name: _____

UN Number: _____

Solution %: _____

Primary Hazards: _____

Wind Dir/Speed: _____ Air Temp: _____ Precipitation: _____

Tide: _____ Current: _____ Visibility: _____

Medium Affected: _____

Vicinity to public: _____

Emergency Classification: _____ Minor Medium Major

Initial Response Operations:

Who is Incident Commander:

Where is the ICP:

Directions:

Other Notifications/Responders:

[illegible]

Response Level:

Current Response Operations by IC Public Protection Measures:

[illegible]

Section 330: Oil Removal Strategies

Oil spill response strategies center around the following objectives:

- ◆ Safely secure the source or at least contain or reduce the flow from the source.
- ◆ Protect sensitive shoreline resources and marine sanctuaries.
- ◆ Remove as much oil from the surface of the water or recover as much submerged oil as possible using mechanical recovery or alternative response technology (chemical countermeasures, dispersants, or in-situ burning).
- ◆ Remove oil and contaminated materials from shoreline areas using appropriate techniques.
- ◆ Recycle or dispose of the recovered oil and contaminated materials in a safe, legal and environmentally sound manner.

Section 331: Basic Response Considerations

There are a series of considerations that must be addressed during all spill responses:

- ◆ Amount and Type of Oil.
- ◆ Impacted Area. A clear understanding of the resources and habitats that have been impacted, or may be impacted, is critical to selecting the acceptable cleanup techniques.
- ◆ Oil Spill Movements. Spill movements or projections are needed to deploy protective booming/countermeasures, and to establish staging areas for spill response resources.
- ◆ Resource Requirements/Availability.
- ◆ Safety.
- ◆ Logistics.
- ◆ Properties of Oil.

Section 332: Classification and Properties of Oil Types

Light Oils

- a) **Products.** Jet fuels, gasoline, diesel, No. 2 fuel oils, light crude
- b) **Physical/Chemical Properties.**
 - 1. Spread rapidly.
 - 2. High evaporation and solubility rates.

c) Toxicological Properties.

1. Acute toxicity is related to the content and concentration of the aromatic fractions.
2. Aromatic fractions are very toxic due to the presence primarily of naphthalene compounds and, to a lesser extent, benzene compounds.
3. Heavy molecular weight compounds are immediately less toxic, but may be chronically toxic since many are either known or potential carcinogens.
4. Acute toxicity of individual aromatic fractions will vary among species due to differences in the rate of uptake and rate of release of these compounds.
5. Mangroves and marsh plants may be chronically affected due to penetration and persistence of aromatic compounds in sediments.

Medium Oils

a) Products. Most crude.

b) Physical/Chemical Properties.

1. Moderate to high viscosity.
2. Toxicity variable depending on light fraction.
3. In tropical climates, rapid evaporation and solution form less toxic weathered residue with toxicity due more to smothering.
4. Light fractions may contaminate interstitial water.
5. Tend to form stable emulsions under high physical energy conditions.
6. Variable penetration, a function of substrate grain size.
7. High potential for sinking after weathering and uptake of sediment.
8. Generally removable from water surface when fresh.
9. Weather to tar balls and tarry residue.

c) Toxicological Properties.

1. Acute and chronic toxicity in marine organisms is likely to result from:
2. Mechanical or physical coverage - oil completely smothering organisms causing death.
3. Chemical toxicity - results from the exposure of very toxic aromatic fractions of the oil to marine organisms,

4. A combination of mechanical or physical coverage and chemical toxicity.
5. Mechanical or physical smothering causing acute toxicity in many marine organisms and chronic toxicity in many marine plants (especially mangroves).

Heavy Oils

a) **Products.** Heavy crude oil, No. 6 fuel, bunker crude, asphalt, waste fuel.

b) **Physical/Chemical Properties.**

1. Form tarry lumps at ambient temperatures.
2. Non-spreading.
3. Relatively non-toxic due to substrate.
4. May soften and flow when exposed to the sun, cannot be recovered from water surface with most cleanup equipment.
5. Easily removed manually from beaches.

c) **Toxicological Properties.**

1. Acute and chronic toxicity occurs more from smothering effects than from chemical toxicity, due to the small proportion of toxic aromatic reactions found in heavy, residual oils.
2. Toxic effects are more common in marine plants (especially mangroves) and sedentary organisms than in mobile organisms.
3. Acute and chronic toxicity also results from the thermal stress, due to the elevation of temperature in oiled habitats.

Section 333: Oil Spill Cleanup Properties

Very Light Oils: Jet Fuels, Gasoline.

- a) Highly volatile (evaporates within 1-2 days).
- b) High concentration of toxic (soluble) compounds.
- c) Localized, severe impacts to water column and intertidal resources.
- d) Duration of impact is function of the resource recovery rate.
- e) No dispersion is necessary.

Light Oils: Diesel, No. 2 Fuel Oil, Light Crude.

- a) Moderately volatile; will leave residue (up to 1/3 of spilled amount).

- b) Moderate concentration of toxic (soluble) compounds.
- c) Will "oil" intertidal resources with long-term contamination potential.
- d) Has potential for subtidal impacts (dissolution, mixing, adsorption onto the suspended elements).
- e) No dispersion necessary.
- f) Cleanup can be very effective.

Medium Oils: Most Crudes.

- a) About 1/3 will evaporate within 24 hours.
- b) Maximum water-soluble fraction is 10 - 100 ppm.
- c) Oil contamination of intertidal areas can be severe/long term.
- d) Impact to waterfowl and fur-bearing mammals can be severe.
- e) Chemical dispersion is an option within 1-2 days.
- f) Cleanup most effective if conducted quickly.

Heavy Oils: Heavy Crudes, No. 6 Fuel, Bunker Crude.

- a) Heavy oils with little or no evaporation or dissolution.
- b) Water-soluble fraction likely to be <10 ppm.
- c) Heavy contamination of intertidal areas likely.
- d) Severe impacts to waterfowl and fur-bearing mammals (coating and ingestion).
- e) Long-term contamination of sediments possible.
- f) Weathers very slowly.
- g) Dispersion seldom effective.
- h) Shoreline cleanup difficult under all conditions.

Section 334: Open Water Response Operations

Open water response operations can include chemical dispersion, mechanical recovery, in-situ burning, or natural dispersion. Shoreline areas must be protected, in the event that open water techniques do not recover or remove all of the oil. Plans must be developed, resources must be staged or deployed, and the spill must be tracked to determine the time and location of landfall.

Section 334.1: Shoreline Protection

The New Orleans Area Committee's area of responsibility contains a wide variety of environments of varying sensitivities to oil. The fast moving river current can dramatically change shoreline protection considerations and is a key element in planning effective response strategies. Many of our waterways are small canals or bayous which are extremely shallow and inaccessible to most vessels.

Containment and absorbent boom, anchors, and shallow water vessels (less than 3' draft) are the primary equipment necessary for shoreline protection. Assignment of equipment to staging areas is essential to rapid deployment. Immediate dockside deployment and towing of protective boom to the projected landfall site may be the best delivery method available in many locations.

Pre-staged shoreline protective equipment is positioned in New Orleans, Belle Chase, Reserve, Venice, Baton Rouge, and Port Allen. This equipment is intended to accomplish initial response protective actions in the event of a spill. Transportation, staging, and deployment of additional resources will be required by many incidents.

Prioritization of sensitive sites and geographic strategies which identify equipment types, amounts, and provide planned deployment strategies are being developed by the Area Committee.

Section 334.2: Chemical Dispersion

Mechanical oil removal is the primary method as mandated by 33 CFR 153.305(a). However, the FOSC can use dispersants, surface collecting agents, burning agents, biological additives or other chemical agents if the RRT gives its approval. In order to minimize environmental damage caused by catastrophic oil spills, responders shall work together to keep the spilled oil from impacting sensitive areas and natural resources. No single response method is 100 percent effective thereby establishing a need to consider simultaneously the use of all available cleanup methods in a response. Adjustments to the simultaneous use of mechanical equipment and dispersants shall be made as information concerning the spill and their effectiveness is verified by the Unified Command.

When a spill meets the requirements for dispersant preapproval (next section) or when chemical methods will prevent or substantially reduce the hazard to human health, the FOSC can use the chemical methods mentioned in the previous paragraph without the approval of the RRT (Note: For this latter case, the chemical or biological agent need not be on the NCP product list.)

Section 334.2.1: Vessel Response Plan Requirements

The use of dispersants to mitigate offshore oil spills has become a proven and accepted technology, and under certain conditions, are more effective than mechanical response. Within the Gulf region, an operational dispersant capability has been developed and is being actively supported by some firms within the industry. Because dispersants are effective in combatting oil spills, vessels that are required by OPA 90 to operate in this region with a Vessel Response Plan (VRP) must have the capability to employ dispersants and must provide a dispersant use section within the VRP that is consistent with the National Contingency Plan (NCP) and Area Contingency Plan (ACP). The capabilities outlined in the dispersant use section must meet the

minimum requirements of the **Regional Response Team (RRT) VI OSC Preapproved Dispersant Use Manual**.

The requirement for a dispersant capability is consistent with the Minerals Management Service's regulatory requirements that operators of offshore facilities maintain a dispersant capability.

Section 334.2.2: Preauthorization for Dispersant Use

On 10 January 1995, RRT VI gave preapproval for the use of dispersants in the Gulf of Mexico for the offshore waters of Louisiana and Texas which are at least ten meters in depth and three nautical miles from shore. The **RRT VI OSC Preapproved Dispersant Use Manual** (Version 2) has since been updated in May 1996.

The On-Scene Coordinator (OSC) has been directed to use the decision making process as defined in the OSC Preapproved Dispersant Use Manual to determine the applicability of dispersants as a response option for a specific spill response. The RRT will be notified by the OSC of an approval to initiate dispersant operations within three hours after the approval has been given to the Responsible Party (RP). It is required that the RRT be convened within three hours of the completion of the first dispersant spray drop, and that subsequent consultation be maintained with the RRT to safeguard the public interest. A final debrief will be given to the RRT by the OSC and Scientific Support Coordinator (SSC) immediately following the completion of the preapproved dispersant operation.

Preapproval is for aerial application only. If other application techniques (e.g., boat) are desired in the preapproval area after aerial application has begun, consultation with and verbal approval by RRT VI is required before those techniques can be applied.

Preapproval is only for those dispersants which are listed on the most current NCP Product Schedule and which have been explicitly specified in the NCP Product Schedule Listing to be suitable for aerial application. Further determination of the suitability of individual dispersants by viscosity as related to aircraft type is covered in this manual.

Preapproval allows for maximum dispersant spray coverage of suitable slick areas [those regions of a slick having visibly thick oil (black/brown) as opposed to sheen]. Multiple sorties and multiple passes are authorized to continue unless a decision is made by the RRT, when convened, to cease operations.

The Responsible Party (RP) or OSC must have established the appropriate contractual relationships required for aerial application of dispersants as part of the pre-spill planning process. If contracts must be established during the spill response, activation of the dispersant preapproval is inappropriate. There should be sufficient time to consult with the RRT in accordance with the RRT VI Regional Contingency Plan Subpart H (Authorization for The Use of Dispersants in Non-Life Threatening Situations).

The OSC must ensure that the RP's dispersant operation provides for a dispersant controller who is over the spray zone(s) in separate aircraft from the dispersant aircraft. The controller must be qualified and be able to direct the dispersant aircraft in carrying out the offshore dispersant operation inclusive of avoiding the spraying of birds (by 1000 ft. horizontal distance), marine mammals and turtles that may be in the area.

Contracted aerial dispersant flight operations shall have the organization and capability to provide the first application of dispersant over the designated response zone as rapidly as possible. Maximum effectiveness of dispersant for many oils, 6 hours, shall be the target of the response organization for the first application of dispersants after the oil first entered the marine environment.

For all dispersant operations, the OSC must activate the Special Monitoring for Advanced Response Technology (SMART) monitoring team. See Section 234.2.3 for details on SMART.

Section 334.2.3: Dispersant Monitoring

RRT VI developed the Special Monitoring for Advanced Response Technology (SMART) to monitor the effectiveness of a dispersant application and to ensure timely results are provided to the RRT and OSC. SMART basically determines whether or not a dispersant application is working and facilitates making the decision as to whether to continue or terminate a dispersant operation. Its primary purpose is to visually observe from an aircraft and determine if oil is, in fact, being chemically dispersed into the water column and, secondarily further monitors the in-water concentration of chemically dispersed oil with a fluorometer deployed from a boat. The SMART observer also is required to survey the immediate area for any waterfowl and marine animals. When possible Department of Interior (DOI) or Department of Commerce (DOC) will provide a specialist in aerial surveying of marine mammals/turtles who will accompany the SMART controller/observer.

The SMART program and user manual (Federal Region VI Regional Response Team, 1994) was developed by RRT VI to be carried out by the Gulf Strike Team (GST) and the National Oceanic and Atmospheric Administration Scientific Support Coordinator's (SSC) team. The GST and SSC were chosen because of their ability to respond quickly to oil spills with trained and equipped personnel. Having a government agency accomplish this task ensures monitoring data remains in the public domain and ensures available and objective presentation of such data to the OSC. To remain proficient, GST SMART members receive training semiannually and work closely with the Eighth District Marine Safety Division by participating in dispersant training exercises.

SMART should not be confused with public health monitoring and sampling conducted for impact and damage assessment. Other agencies are trained, equipped and hold the statutory responsibility for these types of monitoring.

Section 334.2.4: Air Force Memorandum of Agreement

COMDTNOTE 16465 dated 30 September 1996 distributed a Memorandum of Agreement (MOA) between the Coast Guard and the Air Force (USAF) which provides for the use of USAF resources 910th Airlift Wing located at Youngstown Air Reserve Station, Ohio. Note this MOA will be incorporated into Volume X of the Marine Safety Manual.

The role of the USAF is to provide a dispersant capability when adequate private resources are incapable of responding in sufficient time, and, if needed, to augment private resources already deployed. Coast Guard policy, however, continues to emphasize that public resources are not to compete with private industry.

The MOA outlines the steps necessary for the OSC to request resources for aerial dispersant applications and cost reimbursement procedures. The Department of Defense (DOD), as a National Response Team member, has designated the Director of Military Support (DOMS) as

the Action Agent to approve and coordinate DOD support for oil spill response actions under the National Contingency Plan. A capability assessment and technical information may be obtained by the OSC prior to formal tasking by direct communication with the 910th Airlift Wing, Youngstown Air Reserve Station, Ohio at phone number (216) 392-1315.

Section 334.2.5: FOSC Preapproved Dispersant Use Manual

For dispersants to be effective, their quick application is essential. To that end, in Louisiana waters, the Regional Response Team VI Preapproved Dispersant Use Manual provides for the timely use of dispersants. What follows is a summary of the conditions that must be met for the FOSC to authorize this dispersant use. Consult the Manual (a copy is kept at the Marine Safety Office in New Orleans) for further details:

- ◆ RRT must be notified within 3 hours of granting approval to the RP.
- ◆ A contractual relationship must exist between the responsible party and the party that will apply the dispersants.
- ◆ Dispersants may only be used in Louisiana waters during daylight hours in waters no less than 10 meters deep and 3 nautical miles from shore.
- ◆ Only the dispersants which are listed in the NCP Product Schedule, and then only those that have been specified in the NCP Product Schedule Notebook suitable for aerial application, may be used.
- ◆ RP's dispersant operation must provide for a dispersant controller who is over the spray zone(s) in separate aircraft to direct the spraying operation.
- ◆ Aerial dispersant flight operations should be done as quickly as possible in order to achieve maximum effectiveness. Six (6) hours is the target response time.
- ◆ The Special Monitoring for Advanced Response Technology (SMART): While every effort should be made to implement SMART or parts of it in a timely manner, in situ burning or dispersant application should not be delayed to allow the deployment of the SMART teams.

Section 334.2.6: Dispersant Decision Information

The following information should be immediately gathered to aid the FOSC in the decision to use dispersants:

Spill data:

- ◆ Time and date of incident.
- ◆ Type of product.
- ◆ Volume of product released.
- ◆ Potential release volume.

- ◆ Type of release (instantaneous, continuous, intermittent, etc.).

Characteristics of spilled oil:

- ◆ Specific gravity.
- ◆ Viscosity.
- ◆ Pour point.
- ◆ Volatility.
- ◆ Relative toxicity.

Weather and water conditions/forecasts:

- ◆ Air temperature, wind speed, direction.
- ◆ Tide and current information.
- ◆ Sea conditions.
- ◆ Water temperature and salinity.
- ◆ Water depth and depth of mixed layer.

Trajectory information:

- ◆ 48-hour oil trajectory forecast.
- ◆ 48-hour dispersed oil trajectory forecast.

Current list of available and preapproved dispersants and their location.

Comparison of effectiveness of conventional cleanup methods versus the use of dispersants:

- ◆ Containment at the source.
- ◆ Shoreline protection strategies.
- ◆ Shoreline cleanup strategies.
- ◆ Time necessary to execute response.

Habitats and resources at risk of dispersant treated oil and untreated oil.

Economic considerations:

- ◆ Cost of dispersant operation.
- ◆ Cost of conventional containment and protection with and without dispersant use.
- ◆ Cost of shoreline cleanup with and without dispersant use.

Section 334.2.7: Areas Not Preapproved for Dispersant Use

If the effected area does not fall within the preapproved areas, the FOSC must receive approval from the RRT. Due to time constraints, the use of dispersants is rarely an option in areas that have not been preapproved.

Section 334.3: Mechanical Recovery

The overall objective of on water recovery is to minimize impact by preventing the spread of free floating oil. Mechanical recovery consists of booming and skimming operations. Offshore skimming is a practical method of removing oil, but is limited by numerous constraints. Mechanical recovery requires a continuous flow of equipment, personnel, fuel, and assets to maintain operations. Temporary storage devices, barges, dracones, or other storage and all of the required support logistics must be provided to allow skimming operations to continue.

Section 334.3.1: Mechanical Recovery Constraints

Environment.

- ◆ Weather.
- ◆ Sea conditions.
- ◆ Current direction and speed.
- ◆ Duration of daylight operating hours.

Type of Product.

Resources.

- ◆ Availability of skimmers and work boats.
- ◆ Availability of boom.
- ◆ Relief crew.
- ◆ Fuel.

Incident Location.

- ◆ Staging areas.

- ◆ Transit time.
- ◆ On-scene time.
- ◆ Vessel, crew replenishment.
- ◆ Medical evacuation needs.

Disposal, Temporary Storage.

- ◆ Availability of resources.
- ◆ Location of temporary storage sites.

Section 334.3.2: Offshore Mechanical Containment Techniques

Several techniques exist to contain oil in open water.

Source Containment

Involves the use of vessels to deploy and anchor one or more layers of containment boom around the sources of an oil spill.

Diversion Booming

Involves the use of vessels to deploy boom segments to direct the flow of oil, either away from a sensitive area or towards a collection point or skimmer. Diversion booming works best when the natural forces of current and wind are used as part of the booming strategy. Local knowledge of natural collection areas and current pattern may be essential to successful diversion booming.

"U" or "V" Booming

Involves the use of vessels to deploy one or more segment(s) of boom in a "U" configuration. The boom can be placed in a stationary, downstream position to intercept oil, or used in an advancing mode to chase down and move through slicks. Multiple segments of boom can be positioned to set up a high capacity collection near a source, or to control slick spreading. Contained oil is held until it can be pumped off with a recovery device or is allowed to overflow the boom toward another containment boom or (a) recovery device(s).

"J" Booming

Involves the use of vessels to deploy one or more segment(s) of boom in a "J" configuration. The boom can be placed in a stationary, downstream position to intercept oil, or used in an advancing mode to chase down and move through slicks. Multiple segments of boom can be positioned to set up a high capacity collection area near a source, or to control slick spreading. Contained oil is held until it can be pumped off with (a) recovery device(s).

Teardrop Booming

Involves the use of vessels to deploy boom to intercept oil. When the boom is full of oil, the ends of the boom are pulled together by the vessels to form a teardrop configuration and the contained oil is held until it can be pumped off by a recovery device. Oil contained in teardropped boom segments may be allowed to free-float under favorable weather and current conditions. This may allow one response vessel to contain several patches of oil to prevent their spreading, while awaiting the arrival of skimming capability.

Use of a Vessel's Hull

Involves positioning the hull of a vessel to form a barrier against moving oil. Usually done in combination with a boom to form a collection zone where the oil can be pumped off by a recovery device. Barges or other vessels positioned at an angle to the current flow may make highly efficient barriers to the flow of oil.

Section 334.3.3: Offshore Mechanical Recovery Techniques

Two techniques exist for offshore mechanical recovery.

Stationary Skimming

Involves placing an integrated (e.g., BOSS Barge) over-the-side (e.g., FRU) skimming system in a fixed position downstream of moving oil. Containment boom can be used to concentrate oil toward the device.

Dynamic Booming

Involves using an integrated or over-the-side skimming system in an advancing mode to move through an oil slick. Containment boom can be used to concentrate oil toward the device.

Section 334.3.4: Planning Checklist for Skimmers

The following checklist has been developed to assist the on-scene coordinator in selecting skimmers for use during an oil spill incident:

Assessment completed for...

Task	Completed
1. Slick thickness (approximate, in patches and windrows).	
2. Slick area coverage and distribution (windrows, patches, other).	
3. Projected intercept areas and times of arrival of recoverable slick fractions at these areas.	
4. Rate of recoverable slick information..	
5. Wave conditions - existing and projected.	

Estimates made for...

Task	Completed
1. Time available for cleanup to prevent resource damages.	
2. Average rate of skimming required.	
3. Number of skimming systems required.	
4. Number of receiving vessels needed.	

Information available on...

Task	Completed
1. Location of suitable vessels and availability.	
2. Location of skimming and installation equipment.	
3. Location of suitable staging facilities (piers with cranes, sufficient water depth, accessibility to necessary facilities, availability).	
4. Location and availability of temporary storage devices, barges or bulk storage receivers; availability of tugs, pumps, cranes, and other support requirements.	
5. Location of disposal facilities for recovered oil.	

Selections made for...

Task	Completed
1. Vessels- number & type. Additional interim storage requirements. Extra handling equipment on board?	
2. Appropriate skimming equipment for above vessels.	
3. Barges or other towable bulk storage receivers.	
♦ Pumps and/or hoses.	
♦ Personal protection on barge.	
4. Staging Sites.	
♦ Loading equipment.	
♦ Suitable for vessel draft.	
5. Recovered oil off-loading sites.	
♦ Supplementary pumping equipment.	
♦ Tank trucks.	
♦ Storage tanks.	
♦ Disposal site.	
♦ Debris handling.	
6. Surveillance methods.	
♦ Aircraft.	
♦ Vessels.	
♦ Special equipment for estimating slick thickness.	
7. Personnel.	
♦ Skimmer crews.	
♦ Surveillance crews.	
♦ Barge crews.	
♦ Others.	

Plans made for...

1. Chartering vessels.	
2. Arranging for access to staging areas, off-loading piers.	
3. Delivery of skimming equipment and storage devices.	
4. Skimming patterns.	
5. Cargo transfers.	
6. Surveillance patterns.	
7. Documenting operations.	
♦ Operating log.	
♦ Determining cleanup effectiveness.	
♦ Updating slick location and configuration.	
♦ Photographs and video recordings.	
8. Schedule for refueling & crew changes.	

Contingency plans prepared for...

1. Booming of environmentally sensitive areas.	
2. Survival operations.	
3. Activating shoreline cleanup forces if impact occurs.	

Safety considerations...

1. OSHA Training requirements.	
2. Personnel health hazards from product - exposure limits; decon procedures.	
3. Personnel physical safety hazards.	

Section 334.4: In-situ Burning

Open water in-situ burning of oil may be the most rapid response technique and must be considered as a primary alternative response technology for large incidents. During the burn, a Special Monitoring for Advanced Response Technology (SMART) team from the USCG Gulf Strike Team (GST) will accomplish operational monitoring. The monitoring will include taking real time particulate measurements which will enable the GST to advise FOSC to continue or discontinue burning operations.

Section 334.4.1: Preauthorization for In-Situ Burning

In January 1994, an in-situ burn plan was approved by RRT VI and preapproval was granted to Coast Guard predesignated On-Scene Coordinators (OSCs) within Region VI. The preapproval allows OSCs to permit responsible parties to employ the plan seaward of three miles of the coasts of Louisiana and Texas, with areas excluded offshore in the vicinity of certain reefs and an area off Grand Isle, Louisiana. The plan may also be employed inshore of three miles, including bays, lakes, sounds, and rivers, but incident specific RRT approval must be granted in all such cases. (Reference: RRT VI IN-SITU BURN PLAN, Parts I & II).

Section 334.4.2: Inshore/Nearshore In-Situ Burn

In-situ burning is being considered with growing interest as a response tool for site specific oiled coastal wetlands. Burning of wetland grasses has been practiced as a vegetation management technique for many years, but burning of oiled wetlands is relatively new. Deciding how to respond to an oiled coastal wetland is a complex issue for which there can be no single answer. In January 1996, in keeping with the pro-active nature of RRT VI, guidelines and a checklist for quick approval of an in-situ coastal wetland burn were developed. (Reference: RRT VI Guidelines for Inshore/Nearshore In-Situ Burn dated January 8, 1996)

Section 334.5: Natural Remediation

In some offshore minor spills, no clean up or recovery may be practical. Small quantities of oil may dilute with tides, swells, or waves, disperse into the water column, or evaporate by the time any removal or recovery equipment could be on-scene. Determination on whether cleanup operations should occur will be made by the FOSC.

Section 334.6: Bio-Remediation

Use of microbial products requires RRT approval. Oil metabolizing microbes may be added to contaminated areas to enhance the biodegradation of an oil by taking advantage of the hydrocarbon degrading characteristics of these microbes. The effectiveness of adding microbes to enhance biodegradation is not well supported in scientific literature.

Section 334.7: Sinking Agents

Any chemical that is considered or acts as a sinking agent is strictly prohibited.

Section 335: Shoreline Cleanup Strategies

Section 335.1: Cleanup Factors

A total of 12 shoreline types are identified based on field surveys, aerial videotape surveys, and coastal change analysis in Louisiana. The 12 types of shorelines and their physical and biological characteristics are described in Section 350, Environmentally Sensitive Areas. A knowledge of coastal geomorphology is important for access, habitat sensitivity, oil behavior, and cleanup method selection. Assignment of Shoreline Characterization and Assessment Teams (SCAT) to identify the types and amounts of shoreline impacted will allow for accurate planning of personnel and supplies needed.

Section 335.2: Selection of Cleanup Method

Selection of the proper cleanup method for a particular shoreline type is controlled by the following factors:

Type of Substrate

The type of substrate making up the oiled shoreline controls penetration and persistence. Oil cannot penetrate rock surfaces except where cracks and crevices exist. Typically, fine-grained, poorly sorted sediments resist oil penetration, and coarse-grained, well-sorted sediments experience deeper oil penetration.

Amount of Oil Contamination

The amount of oil contamination affects the level of manpower needed for cleanup and the selection of the cleanup methods. Small spills tend to rely on manual methods and large spills tend to rely on mechanical methods or, occasionally, chemical agents.

Type of Oil

The type of oil controls persistence, penetration and cleanup difficulty.

Depth of Oil Contamination on the Sediments

The depth of oil contamination controls the selection of cleanup methods. Surface contamination is easier to remove and will typically require only manual or washing methods. Deeper substrate penetration usually requires mechanical or biochemical methods.

Type of Oil Contamination

The type of oil contamination affects the level of effort and method. The range of primary oil morphology or contamination includes film, coating, tar balls, mousse and asphalt.

Shoreline Exposure

The degree of exposure of the contaminated shoreline to waves and currents controls the oil persistence and the decision on how to clean it up. High energy shorelines tend to clean naturally and low energy shorelines tend to require cleanup activities.

Transportation of Equipment on Shoreline

Shoreline type controls the selection between manual, mechanical and biochemical methods. Areas of low-bearing capacity and poor accessibility typically rely on manual and biochemical methods. Areas of high-bearing capacity and good accessibility also allow for mechanical methods. However, areas with good-bearing and poor accessibility can also be candidates for mechanical cleanup.

Environmental Sensitivity of Contaminated Shoreline

The sensitivity of the contaminated shoreline is the most important factor in the development of cleanup recommendations. Shorelines of low productivity and biomass can withstand more intrusive cleanup methods such as pressure washing. Shorelines of high productivity and biomass are very sensitive to intrusive cleanup methods, and in many cases the cleanup is more damaging than allowing natural recovery.

Section 335.3: Shoreline Cleanup Methods and Descriptions

Cleanup methods are organized into eight major categories. The cleanup recommendations that follow are discussed within the framework of the distribution of habitat types found in the northern Gulf of Mexico. For each cleanup method, the technique is described, shoreline applications are discussed, and the environmental concerns are identified.

Natural Recovery

- a) **Technique Description:** Allow natural processes to degrade and disperse stranded oil.
- b) **Primary Use:** Used on heavily exposed and/or light to moderately oiled beaches to avoid additional impacts created by cleanup.
- c) **Potential Environmental Effect:**
 - 1. Potential toxic and physical effects of remaining oil.
 - 2. Persistent oil can inhibit recolonization.

Manual Recovery

- a) **Removal**
 - 1. **Technique Description:** Oil and oiled sediments or debris are removed by hand using shovels, rakes, trowels, sorbents, putty knives, etc.
 - 2. **Primary Use:** Used on shorelines with light or sporadic oil conditions or where access is limited.
 - 3. **Potential Environmental Effect:** Foot traffic may crush organisms, and some organisms may be removed from the substrate/sediments.
- b) **Passive Collection**
 - 1. **Technique Description:** Lengths of snare or sorbent boom are anchored along the shoreline just downslope of the oiled area to collect the oil as it is flushed by tidal and wave action.
 - 2. **Primary Use:** Used to remove small amounts of mobile oil that are continually released from oiled shorelines.
 - 3. **Potential Environmental Effect:** No significant effects.
- c) **Vegetation Cutting**

1. **Technique Description:** Oiled vegetation is cut by hand, collected, and placed into plastic bags or containers for disposal.
2. **Primary Use:** Used on heavily vegetated shorelines or marsh/estuarine environments to remove heavily oiled vegetation.
3. **Potential Environmental Effect:** Heavy foot traffic can crush organisms and cause root damage in marshes.

Heavy Equipment Manual Recovery

- a) **Technique Description:** Heavy equipment (backhoe, loader, motor grader, elevating scraper, dump truck, etc.) is used for excavating and offsite transfer of oiled sediments.
- b) **Primary Use:** Used on finer sediment beaches to remove heavily oiled surface and near-surface sediments.
- c) **Potential Environmental Effect:** Removes shallow burrowing organisms and reduces beach stability, creating erosion potential.

Washing

a) Flooding

1. **Technique Description:** A perforated header pipe or hose is placed at the top of the beach through which large quantities of sea water are pumped, flushing the oil out into the water for containment and recovery.
2. **Primary Use:** Used on medium to coarse sediment beaches to remove mobile oil from interstices and pore spaces.
3. **Potential Environmental Effect:** Potential for impacting of previously clean lower intertidal or adjacent area. Unrecovered oil can remain toxic to organisms.

b) Low Pressure Washing

1. **Technique Description:** Ambient or heated seawater is pumped through hoses at low to medium pressure to agitate sediments and flush oil back into water for containment and recovery. Typically used in conjunction with flooding.
2. **Primary Use:** Used on medium to coarse sediment beaches to remove mobile oil from interstices and pore spaces.
3. **Potential Environmental Effect:** Can remove some organisms from the substrate or cause adverse thermal effects.

c) **High Pressure Washing**

1. **Technique Description:** High pressure ambient or heated water streams remove oil from substrate or hard surfaces where it is channeled to a recovery area.
2. **Primary Use:** Used to remove oil coatings from solid surfaces (boulders, rock, man-made structures).
3. **Potential Environmental Effect:** Removes most organisms from substrate. Potential for impacting previously clean lower intertidal or adjacent areas.

d) **Steam**

1. **Technique Description:** Steam is applied to oiled surfaces to loosen and remove oil where it is channeled to a recovery area.
2. **Primary Use:** Used to remove sticky, viscous, and weathered oil from boulders, rocks, man-made structures, and other solid surfaces.
3. **Potential Environmental Effect:** Removes some organisms and thermal effects can cause substantial mortality of the organisms.

e) **Sand Blasting**

1. **Technique Description:** Sand in a high-velocity air stream is applied to oiled surfaces to remove the oil. The oiled sand is typically recovered manually.
2. **Primary Use:** Used to remove thin residues of weathered oil from man-made structures, rocks, or other soiled surfaces.
3. **Potential Environmental Effect:** Removes all organisms from surface. Unrecovered oil can be toxic to downslope organisms.

Vacuum

- a) **Technique Description:** Vacuum truck or suction pump is positioned near pooled oil, and oil is recovered via vacuum hose. Portable skimmers are positioned within containment booms or in areas of oil concentrations to recover the oil.
- b) **Primary Use:** Used to pick up oil on shorelines where pools have formed in natural or man-made depressions, or from water surfaces in backwater or contained areas.
- c) **Potential Environmental Effect:** Vacuuming can remove some organisms. No significant effects from skimmer use.

Sediment Reworking

a) Washing

1. **Technique Description:** Oiled sediments are excavated and put through a bath or continuous feed washing unit with the cleaned sediments returned to the beach.
2. **Primary Use:** Used on moderate to heavily oiled, medium sediment, sheltered beaches to remove oil without a net sediment loss.
3. **Potential Environmental Effect:** Loss of organisms in removed sediments, some loss of finer-grained materials and temporary destabilization of beach.

b) Relocation

1. **Technique Description:** Heavy equipment is used to transfer oiled sediments from the supra-tidal and tip of the upper-intertidal zones to the middle of the upper-intertidal zone.
2. **Primary Use:** Used on exposed light to moderately oiled cobble/pebble beaches to enhance natural cleaning processes and prevent potential erosion problems associated with sediment removal.
3. **Potential Environmental Effect:** Potential for remobilizing oil and impacting adjacent areas. Adversely affects organisms inhabiting the relocated sediments and in the relocation area.

c) Tilling

1. **Technique Description:** Tractor fitted with tines or ripper blades is used to till the near surface sediments in the oiled area.
2. **Primary Use:** Used on low amenity, medium to fine sediment beaches with light to moderate oil conditions to break up surface and/or expose subsurface oil to natural degradation processes.
3. **Potential Environmental Effect:** Disturbs shallow burrowing organisms. Can mix oil deeper into sediments.

d) Combustion

1. **Technique Description:** Oiled debris is collected and piled in a central location and burned. Ignition devices or fluids and portable fans can be used to facilitate burning.
2. **Primary Use:** Used on beaches with significant quantities of heavily oiled logs, driftwood, and debris.

3. **Potential Environmental Effect:** Temporary degradation in local air quality. Organisms in vicinity of burn pile may suffer adverse thermal effects.

Biochemical Recovery

a) Chemical Treatment:

1. **Technique Description:** Chemical "beach cleaning" agents are applied to the oiled sediments using a "presoak" followed by water flushing. Agents may also be mixed in with the flush water.
2. **Primary Use:** Used on viscous, sticky, and weathered oils to reduce adhesion to coarse sediments and aid in removal by flushing.
3. **Potential Environmental Effect:** Some agents can be mildly toxic to biota. Potential for impacting previously clean lower-intertidal and adjacent areas.

b) In-Situ Bioremediation:

1. **Technique Description:** Liquid or granular fertilizer is applied to oiled area to stimulate growth of naturally occurring oil-metabolizing microbes.
2. **Primary Use:** Used on light to moderately oiled medium to coarse sediment shorelines to enhance microbial degradation of the oil.
3. **Potential Environmental Effect:** Some fertilizers can be toxic to organisms when first applied. Algal blooms are possible in protected areas.

Section 336: Applications for Shoreline Cleanup Methods

This section provides shoreline cleanup matrices for use in the selection process of a particular cleanup method(s). The matrices included show which shoreline cleanup methods have been considered for the 12 shoreline types described in Section 350.

Section 336.1: Cleanup Method Matrices

Four matrices have been constructed for the major categories of oil (very light, light, medium, and heavy) and are shown in Tables 236.2.1 through 236.2.4. The shoreline cleanup methods are described in Section 235.3. Each matrix can be used as a cleanup advisory tool. The matrix is only a general guide for cleanup method selection and must be used in conjunction with field observation, scientific advice, and practical experience. The countermeasures listed are not necessarily the best under all circumstances, and any listed technique may need to be used in conjunction with other techniques. The OSC has the responsibility and authority to determine which cleanup methods are appropriate for the various situations encountered.

Section 336.2: Selection of Method

Selection of a specific cleanup method to be used is based upon the degree of oil contamination, shoreline types, and the presence of sensitive resources. Extremely sensitive areas are limited to manual cleanup methods or natural remediation. It is important to note that the primary goal of the cleanup is the removal of oil from the shoreline with no further injury or destruction to the environment. The three codes used in the matrices are defined as follows:

1. **A (ADVISED):** Method which best achieves the goal of minimizing destruction or injury to the environment.
2. **P (POSSIBLE):** Viable and possibly useful but may result in limited adverse effects to the environment.
3. **SHADED AREA:** Do not use this method.

Section 336.2.1: Shoreline Cleanup Matrix for Very Light Oil

SHORELINE CLEANUP MATRIX Very Light Oil	SHORELINE TYPES											
	Coastal Structures	Bluffs	Fine Sand Beach	Coarse Sand beach	Shell Beach	Perched Sand Beach	Perched Shell Beach	Sandy Tidal Flat	Muddy Tidal Flat	Forested Swamp	Fresh Marsh	Salt Marsh
CLEANUP METHOD	1	2	3	4	5	6	7	8	9	10	11	12
No Action	A	A	A	A	A	A	A	A	A	A	A	A
Manual Debris Removal	A	A	A	A	P	P	P	P	P	P	P	P
Manual Sediment Removal		P	P	P	P	P	P	P				
Manual Sorbent Application	A	P	P	P	P							
Manual Scraping		P	P	P		P		P				
Manual Vegetation Cutting												
Motor Grader/Elevating Scraper		P	P	P	P							
Elevating Scraper		P	P	P	P							
Motor Grader/ Front End Loader		P	P	P	P							
Front End Loader: Rubber-Tired or Tracked		P	P	P	P							
Bulldozer: Rubber-Tired Front End Loader		P	P	P	P							
Backhoe		P	P	P	P							
Dragline/Clamshell		P	P	P	P							
Cold Water Deluge Flooding	A	P	P	P	P	P	P	P	P	A	A	A
Low Pressure Cold Water Wash	A		P	P	P					A	A	A
High Pressure Cold Water Wash	A											
Low Pressure Hot Water Wash	A		P	P	P							
High Pressure Hot Water Wash	A											
Steam Cleaning	A											
Sand Blasting	A											
Vacuum	A	P	P	P	P	P	P	P	P	P	P	P
Trenching/Vacuum		P	P	P	P			P				
Sediment Removal, Cleaning, and Replacement												
Push Contaminated Substrate into Surf												
Pavement Breakup												
Disc into Substrate												
Burning												
Chemical Oil Stabilization												
Chemical Protection of Beaches												
Chemical Cleaning of Beaches												
Nutrient Enrichment	P	P	P	P	P	P	P	P	P	P	P	P
Bacterial Enrichment	P	P	P	P	P	P	P	P	P	P	P	P

Section 336.2.2: Shoreline Cleanup Matrix for Light Oil

SHORELINE CLEANUP MATRIX Light Oil	SHORELINE TYPES											
	Coastal Structures	Bluffs	Fine Sand Beach	Coarse Sand beach	Shell Beach	Perched Sand Beach	Perched Shell Beach	Sandy Tidal Flat	Muddy Tidal Flat	Forested Swamp	Fresh Marsh	Salt Marsh
CLEANUP METHOD	1	2	3	4	5	6	7	8	9	10	11	12
No Action	P	P	P	P	P	P	P	P	P	P	P	P
Manual Debris Removal	A	A	A	A	P	P	P	P	P	P	P	P
Manual Sediment Removal		P	P	P	P	P	P	P				
Manual Sorbent Application	A	P	A	A	P	P	P	P	P	P	P	P
Manual Scraping	A	P	A	A	P	P	P	P	P			
Manual Vegetation Cutting											P	P
Motor Grader/Elevating Scraper		P	A	A	P	P	P	P				
Elevating Scraper		P	A	A	P	P	P	P				
Motor Grader/ Front End Loader		P	A	A	P	P	P	P				
Front End Loader: Rubber-Tired or Tracked		P	A	A	P	P	P	P				
Bulldozer: Rubber-Tired Front End Loader		P	A	A	P	P	P	P				
Backhoe		P	A	A	P	P	P	P				
Dragline/Clamshell		P	A	A	P	P	P	P				
Cold Water Deluge Flooding	A	P	A	A	P	P	P	P		A	A	A
Low Pressure Cold Water Wash	A	A	A	A	P	P	P	P		P	P	P
High Pressure Cold Water Wash	A			P				P		P	P	P
Low Pressure Hot Water Wash	A	P	P	P	P	P	P	P				
High Pressure Hot Water Wash	A			P				P				
Steam Cleaning	A											
Sand Blasting	A											
Vacuum	A	P	P	P	P	P	P	P	P	P	P	P
Trenching/Vacuum		P	P	P	P			P				
Sediment Removal, Cleaning, and Replacement			P	P								
Push Contaminated Substrate into Surf			P	P	P							
Pavement Breakup			P	P	P							
Disc into Substrate			P	P								
Burning												
Chemical Oil Stabilization												
Chemical Protection of Beaches												
Chemical Cleaning of Beaches												
Nutrient Enrichment	P	P	P	P	P	P	P	P	P	P	P	P
Bacterial Enrichment	P	P	P	P	P	P	P	P	P	P	P	P

Section 336.2.3: Shoreline Cleanup Matrix for Medium Oil

SHORELINE CLEANUP MATRIX Medium Oil	SHORELINE TYPES											
	Coastal Structures	Bluffs	Fine Sand Beach	Coarse Sand beach	Shell Beach	Perched Sand Beach	Perched Shell Beach	Sandy Tidal Flat	Muddy Tidal Flat	Forested Swamp	Fresh Marsh	Salt Marsh
CLEANUP METHOD	1	2	3	4	5	6	7	8	9	10	11	12
No Action	P	P	P	P	P	P	P	P	P	P	P	P
Manual Debris Removal	A	A	A	A	P	P	P	P	P	P	P	P
Manual Sediment Removal		P	P	P	P	P	P	P				
Manual Sorbent Application	A	P	A	A	P	P	P	P	P	A	A	A
Manual Scraping	A	P	A	A	P	P	P	P	P			
Manual Vegetation Cutting										P	P	P
Motor Grader/Elevating Scraper		P	A	A	P	P	P	P				
Elevating Scraper		P	A	A	P	P	P	P				
Motor Grader/ Front End Loader		P	A	A	P	P	P	P				
Front End Loader: Rubber-Tired or Tracked		P	A	A	P	P	P	P				
Bulldozer: Rubber-Tired Front End Loader		P	A	A	P	P	P	P				
Backhoe		P	A	A	P	P	P	P				
Dragline/Clamshell		P	A	A	P	P	P	P				
Cold Water Deluge Flooding	A	A	A	A	P	P	P	P	P	A	A	A
Low Pressure Cold Water Wash	A	P	P	P	P	P	P	P		P	P	P
High Pressure Cold Water Wash	A			P				P				
Low Pressure Hot Water Wash	A	P	P	P	P	P	P	P				
High Pressure Hot Water Wash	A			P				P				
Steam Cleaning	A											
Sand Blasting	A											
Vacuum	A	P	A	A	P	P	P	P	P	P	P	P
Trenching/Vacuum		P	P	A	P			P				
Sediment Removal, Cleaning, and Replacement			P	P								
Push Contaminated Substrate into Surf			P	P	P							
Pavement Breakup			P	P	P							
Disc into Substrate			P	P								
Burning	P	P	P	P	P						P	P
Chemical Oil Stabilization	P	P	P	P	P	P	P	P				
Chemical Protection of Beaches	A	P	P	P	P	P	P			P	P	P
Chemical Cleaning of Beaches	A	P	P	P	P	P	P			P	P	P
Nutrient Enrichment	P	P	P	P	P	P	P	P	P	P	P	P
Bacterial Enrichment	P	P	P	P	P	P	P	P	P	P	P	P

Section 336.2.4: Shoreline Cleanup Matrix for Heavy Oil

SHORELINE CLEANUP MATRIX Heavy Oil	SHORELINE TYPES											
	Coastal Structures	Bluffs	Fine Sand Beach	Coarse Sand beach	Shell Beach	Perched Sand Beach	Perched Shell Beach	Sandy Tidal Flat	Muddy Tidal Flat	Forested Swamp	Fresh Marsh	Salt Marsh
CLEANUP METHOD	1	2	3	4	5	6	7	8	9	10	11	12
No Action	P	P	P	P	P	P	P	P	P	P	P	P
Manual Debris Removal	A	A	A	A	P	P	P	P	P	P	P	P
Manual Sediment Removal		P	P	P	P	P	P	P				
Manual Sorbent Application	A	P	A	A	P	P	P	P	P	A	A	A
Manual Scraping	A	P	A	A	P	P	P	P	P			
Manual Vegetation Cutting										P	P	P
Motor Grader/Elevating Scraper		P	A	A	P	P	P	P				
Elevating Scraper		P	A	A	P	P	P	P				
Motor Grader/ Front End Loader		P	A	A	P	P	P	P				
Front End Loader: Rubber-Tired or Tracked		P	A	A	P	P	P	P				
Bulldozer: Rubber-Tired Front End Loader		P	A	A	P	P	P	P				
Backhoe		P	A	A	P	P	P	P				
Dragline/Clamshell		P	A	A	P	P	P	P				
Cold Water Deluge Flooding	A	A	A	A	P	P	P	P	P	A	A	A
Low Pressure Cold Water Wash	A	P	P	P	P	P	P	P		P	P	P
High Pressure Cold Water Wash	A			P				P				
Low Pressure Hot Water Wash	A	P	P	P	P	P	P	P				
High Pressure Hot Water Wash	A			P				P				
Steam Cleaning	A											
Sand Blasting	A											
Vacuum	A	P	A	A	P	P	P	P	P	P	P	P
Trenching/Vacuum		P	P	A	P			P				
Sediment Removal, Cleaning, and Replacement			P	P								
Push Contaminated Substrate into Surf			P	P	P							
Pavement Breakup			P	P	P							
Disc into Substrate			P	P								
Burning	P	P	P	P	P						P	P
Chemical Oil Stabilization	P	P	P	P	P	P	P	P				
Chemical Protection of Beaches	A	P	P	P	P	P	P			P	P	P
Chemical Cleaning of Beaches	A	P	P	P	P	P	P			P	P	P
Nutrient Enrichment	P	P	P	P	P	P	P	P	P	P	P	P
Bacterial Enrichment	P	P	P	P	P	P	P	P	P	P	P	P

Section 337: Geographic Response Plans

The MSO New Orleans zone has been partitioned into 12 different areas for planning purposes. MSO New Orleans has developed basic Geographic Response Plans (GRP) for each of the below areas.

- ◆ **Delta National Wildlife Area**
- ◆ **Barataria Bay**
- ◆ **Lake Pontchartrain**
- ◆ **Cat Island**
- ◆ **Lake St. Catherine**
- ◆ **Chandeleur Islands**
- ◆ **Mississippi River**

1. River Mile 0-50
2. River Mile 50-87
3. River Mile 87-115
4. River Mile 115-147
5. River Mile 147-168
6. River Mile 168-245

GRPs are basic planning guidelines used by the FOSC at the beginning of a major incident. GRPs include the following information.

- ◆ **Environmental Concerns.**
- ◆ **Environmental Constraints.**
- ◆ **Economic Constraints.**
- ◆ **Response Strategy.**
 1. Equipment staging locations.
 2. Boat launch locations.
 3. Command post locations.
 4. Resource/equipment deployment strategies.
 5. Logistics requirements.

◆ **Key points of contact.**

Section 340: HAZMAT Response Operations

HAZMAT response operations should follow a logical order which emphasizes personnel safety. HAZMAT incidents are unique, however operational HAZMAT strategies should remain constant. Operational HAZMAT strategies follow 12 principles:

1. **Safety:** Identify safety hazards and take immediate action to ensure the safety of the public and the safety of response personnel. Evaluate the need to assign a Safety Officer and activate additional safety personnel.
2. **Isolate and Deny Entry:** Take safe and conservative action to keep people away from any potential hazards. Move back to a safe distance.
3. **Notifications:** Minimum notifications for a HAZMAT incident include:
 - ◆ 911: Local Emergency Dispatch: Say: "HAZMAT" or "Hazardous Materials"
 - ◆ State "One Call" Emergency Numbers at (504) 925-6595
 - ◆ National Response Center 1-800-424-8802
4. **Command/Unified Command:** First Responders should establish and maintain Incident Command, including designating an incident Command Post. Establishment of a Unified Command, including the State Incident Commander, the Responsible Party, and the Federal On-Scene Coordinator is often required at a HAZMAT incident.
5. **Identification, Assessment and Situational Awareness:** Identify the product or materials released. Assess all aspects of the situation to determine potential hazards. Use at least three references to evaluate chemical hazards, including if possible, the manufacturer or source of the material. Maintain awareness of the current situation and look ahead to possible future concerns.
6. **Action Planning:** Identify specific actions that need to be taken. Evaluate the risks of each planned action, including the risk of taking no action. Evaluate the need for a written Incident Action Plan. Make clear, specific assignments that include the objective, the task, and the resources assigned to accomplish the specific action.
7. **Protective Equipment:** Continuously evaluate the need for appropriate personnel protective equipment.
8. **Containment and Control:** Take safe action to stop the release, control the source, and contain or neutralize the material.
9. **Protective Action:** Take safe action to prevent the release from reaching threatened sensitive areas.
10. **Decontamination and Cleanup:** Remove and neutralize the material. Decontaminate and cleanup the affected areas.
11. **Disposal:** Plan for the temporary storage and proper disposal of recovered contaminated materials.

12. **Documentation:** Document all aspects of the incident.

Section 341: Federal Authorities and Jurisdiction

The Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA) provides for liability, compensation, cleanup, and emergency response for hazardous substances released into the environment and the cleanup of inactive hazardous waste disposal sites. CERCLA authority is found in 46 U.S.C. 9601 and applies when there is a release, or substantial threat of a release of a hazardous substance, pollutant, or contaminant into the environment.

1. **Hazardous Substances:** Hazardous substances, as defined by section 101(14) of CERCLA, include:
 - a) Any substance designated pursuant to section 311(b)(2)(A) of the FWPCA.
 - b) Any element, compound, mixture, solution, or substance designated pursuant to section 102 of CERCLA.
 - c) Any hazardous waste having the characteristics identified under or listed pursuant to section 3001 of the Solid Waste Disposal Act.
 - d) Any toxic pollutant listed under section 307(a) of the FWPCA.
 - e) Any hazardous air pollutant listed under section 112 of the Clean Air Act.
 - f) Any imminently hazardous chemical substance or mixture with respect to which the EPA Administrator has taken action pursuant to section 7 of the Toxic Substances Control Act.
 - g) The term does not include petroleum, including crude oil or any fraction thereof which is not otherwise specifically listed or designated as a hazardous substance.
2. **Coast Guard Response Authority.** The Coast Guard has CERCLA response authority under 40 CFR 300.120 in the coastal zone for:
 - a) Releases and threats of releases originating from vessels.
 - b) Releases and threats of releases originating from facilities, other than hazardous waste management facilities, when such releases require "immediate removal" action.
3. **EPA Response Authority.** The EPA is responsible for conducting a response when the preliminary assessment indicates no need for immediate removal actions, or when the "immediate removal" is completed and the remaining cleanup involves planned removal or remedial action.
4. **DOD/DOE Response Authority.** For a release where the sole source is from a facility or vessel under the jurisdiction, custody or control of the Department of Defense (DOD)

or Department of Energy (DOE), the DOE or DOD shall provide OSCs for all response actions.

5. **Other Federal Agencies.** For a release where the sole source is from a facility or vessel under the jurisdiction, custody or control of a federal agency other than the DOE or DOD, that agency shall provide OSCs for all removal actions that are not emergencies.

Section 341.1: Response Authority at Hazardous Waste Management Facilities

The Coast Guard retains emergency response authority for releases or threats of releases originating from hazardous waste management facilities but will ONLY exercise this authority when two conditions are met:

1. Immediate action is required pending arrival on-scene of the EPA OSC, and,
2. The EPA OSC is scheduled to arrive on-scene within 48 hours of notification of the release or threat of release.

Section 341.2: Termination of HAZMAT Response Operations

The Unified Command shall determine when the hazardous substance has been removed, or it appears that the risks at the incident have been reduced to an acceptable level. When they conclude that no continuing threat to the community exists, they will begin orderly termination procedures. Local public safety agencies will then permit reentry of the public and will reestablish normal traffic and other operations.

The OSC is not obliged to remove all presence of the pollutant. At some point in the cleanup, the magnitude of the harm posed by the remaining contamination will no longer justify continued removal efforts. The OSC must use the developed standards to determine if the affected environment is "clean." When no credible standard exists, the OSC must resolve the matter on a case-by-case basis according to his/her best judgement and the counsel of special forces, the affected state, and the RRT.

The OSC can secure removal operations before all serious contamination has been removed. In such instances, the OSC will confer with appropriate state agencies and EPA Regional personnel to explore the possibility of ranking and listing the site on the National Priorities List.

Section 342: State Authorities and Jurisdiction

As provided by sections 301 and 303 of the Superfund Amendment and Reauthorization Act (SARA) Title III, the Emergency Planning and Community Right-to-Know Act, the governor of each state must designate a State Emergency Response Commission (SERC). The SERC is responsible for designating emergency planning districts and appointing Local Emergency Planning Committees (LEPCs). The county or parish is the basic district designation for planning districts within this COTP zone. The SERC shall supervise and coordinate LEPC activities, and review local emergency response plans. The SERC should take a proactive role in response planning for hazardous substance releases with area committees. Additionally, the

SERCs should include public agencies and departments concerned with issues relating to the environment, natural resources, emergency services, public health, and occupational safety.

Section 342.1: Louisiana

Act 83 of the Louisiana Legislature of 1979 established the Louisiana State Police (LSP) as the lead state response agency for hazardous substance incidents. The State Police maintain the Louisiana Statewide Emergency Response Plan.

Section 342.2: Mississippi

The Bureau of Pollution Control provides the Mississippi member to the Region IV RRT and is the lead state agency in responding to hazardous substance releases. During a pollution incident the Bureau's duties include spill notification, initial response actions, evacuations, cleanup activities, waste disposal and providing for coordination between State and Federal agencies. The Bureau can obtain pollution cleanup funds from the State Pollution Abatement Grant Fund.

Section 343: Local Agency Authority and Jurisdiction

As provided by sections 301 and 303 of SARA Title III, also known as the Emergency Planning and Community Right-to-Know Act of 1986 (EPCRA), emergency planning districts were designated by the SERCs in order to facilitate the preparation and implementation of emergency plans. The basic planning district within COTP New Orleans is the county or parish. EPCRA also established Local Emergency Planning Committees (LEPCs). Each LEPC is to prepare a local emergency response plan for their planning district. The LEPC is to designate an official to serve as coordinator for information and designate in its plan a community emergency coordinator. The LEPCs should also coordinate with local mutual aid associations in their district.

Local public safety organizations include but are not limited to local Offices of Emergency Preparedness (OEP), fire/police/health departments, hazmat units, and mutual aid systems.

Section 344: Classification of HAZMAT Incidents

All hazardous substance releases (actual or potential) within the COTP New Orleans area of responsibility will be classified according to the guidelines in the NCP, 40 CFR 300.5. The size categories (minor, medium, and major) attach a perceived or actual threat level to the safety and welfare of the public and/or environment. These categories will normally be used for purposes of pollution reports, RRT/NRT notification and activation procedures. The final determination of the appropriate classification of a release will be made by the OSC based on consideration of the release (e.g., threshold limit value (TLV), Immediately Dangerous to Life and Health (IDLH) value, vapor pressure, specific gravity, impact to sensitive areas, etc.). Classification of hazardous substance releases are as follows:

1. **MINOR:** Poses minimal threat to public health, welfare, or environment.
2. **MEDIUM:** All releases not meeting criteria for minor or major.

3. **MAJOR:** Poses a substantial threat to public health, welfare, or the environment or results in significant public concern.

Section 345: HAZMAT Response System

As with an oil spill, the RP has the primary responsibility to respond to a HAZMAT incident. RPs must provide sufficient assets, both in personnel and equipment to effectively respond to a HAZMAT incident. The UCS described in Section 200 will be used for all HAZMAT incidents.

Section 346: HAZMAT Response Operations

There are five general phases to a HAZMAT response:

1. Notification, Initial Data Collection, Preliminary Assessment.
2. Initial Response Actions.
3. Response Plan Development.
4. Response Operations.
5. Documentation.

Section 346.1: Notification, Initial Data Collection, and Preliminary Assessment

Notification procedures are outlined in Section 320. Persons reporting a HAZMAT incident should provide as much information as possible but should not wait to report the incident if information is not available.

Once initial notifications have been made, and initial incident data have been collected, an evaluation must be made of the potential hazards associated with the released hazardous substance. Numerous sources of information exist for evaluating dangers associated with a hazardous substance. Once the hazards of an incident are identified, the OSC must determine an appropriate level of response and what immediate actions are required to protect the public.

Section 346.2: Initial Response Actions

The first federal official on scene (EPA or Coast Guard) shall assume the OSC. The OSC shall:

- ◆ Safely approach the incident.
- ◆ Isolate and deny entry to the incident.
- ◆ Collect on-scene information/data, make initial notifications to the National Response Center, and the Louisiana State Police if the incident occurred in Louisiana.

- ◆ Organize on-scene command and control, organize initial response personnel.
- ◆ Establish a command post, determine safe routes of entry to command post.
- ◆ Evaluate emergency medical needs, actions required to protect the public.
- ◆ Establish communications with appropriate local and state agencies.
- ◆ Take protective measures to safely control the spread of the contaminant.

Section 346.3: Public Protective Measures

Uncontrolled releases of hazardous substances can have potentially widespread exposure and possible lethal effects on nearby populations. In order to respond to such contingencies in a timely manner, standard protective measures are established.

Temporary evacuations are not an action which the FOSC may undertake when responding under CERCLA. Executive Order 12316 delegates the authority to temporarily evacuate threatened individuals exclusively to the Federal Emergency Management Agency (FEMA). When an OSC decides that an evacuation of local residents would be prudent, the OSC shall notify the appropriate local agencies and the FEMA member of the RRT.

Public protection measures will be implemented by EOCs and their public safety organizations. LEPCs are responsible for developing the mechanisms within their planning district to carry out these standard protective measures. The parish/county OEP typically is responsible for managing the use of protective measures and the Emergency Broadcast System.

The level of protective measures will depend upon the level of threat for each particular incident. The OSC will take whatever action he or she deems necessary to isolate and/or evacuate the contaminated area. Initially the evacuation area will be determined based on the weather conditions and information on hand. As soon as possible, a dispersion model simulation will be run and will be the basis of establishing the evacuation zone.

Affected populations will be notified of public protective measures through the Emergency Broadcast System. Once notified, local enforcement agencies carry out the protection measures.

The following are standard public protective measures:

- ◆ **Controlled Access.** This measure constitutes proactive efforts to control access to an affected area and is in addition to the standard security established at the site of a release. This would include road blocks, and the closure of streets, roads, railways, and waterways.
- ◆ **Respiratory Protection.** This measure would be implemented when there is a need for local populations to protect their air from a potential irritant. People in the affected area should be instructed to:
 - a) Cover nose and mouth with damp cloth to protect breathing.
 - b) Close the windows and doors if in a building or car.
 - c) Turn off heating, cooling, or ventilation systems.

- d) Tune into the Emergency Broadcast System.
- ◆ **Shelter in Place.** This measure is implemented when there is need for local populations to take shelter from an airborne release inside of available buildings. This action is effective when there is a release of short notice, short duration, or a small amount of hazardous material in the air. In most circumstances, seeking shelter in a building is safer than trying to outrun an airborne release. Studies have shown that even poorly sealed building provide some protection from airborne contaminants entering the space. This strategy should be used when it is recognized that people can not be evacuated safely from an area prior to the arrival of a toxic release. People in the affected area should be instructed to:
 - a) Immediately seek shelter inside a building.
 - b) Close all doors and windows; tape all cracks or openings.
 - c) Turn off heating, cooling, ventilation systems.
 - d) Tune into EBS system.
 - e) If contaminant enters building, protect breathing.
 - ◆ **Evacuation.** This measure is implemented when there is a need for local populations to leave an affected or potentially affected area due to the dangers present from a release or potential release. This is a good action when there is time to conduct an orderly evacuation prior to the arrival of the release. Potential releases which present a substantial threat to a local population are incidents where evacuations may be advisable.

Section 347: Response Plans

Based on the preliminary assessment of information, and initial actions needed to protect the public, the OSC must develop a response plan for all HAZMAT incidents. There are two types of responses to HAZMAT incidents: a conservative response and an active response. A conservative response includes all coordination, information collection, and control functions carried out by the OSC which do not require the entry of personnel into a hazardous environment. An active response is one in which personnel must enter an area requiring the use of personal protective equipment (PPE).

Section 347.1: Conservative Response

A conservative response includes securing access to the impacted area, establishing command and control, and collecting as much information as possible without entering the contaminated area. This initial response is generally done when the chemical type is unknown.

Section 347.2: Active Response

Once the OSC determines that personnel must enter a hazardous environment, he or she shall develop a response plan that addresses the following:

- ◆ On-scene entry objectives.
- ◆ On-scene coordination, organization and control.
- ◆ Identification of all hazards associated with the present substances, terrain and environment.
- ◆ Air monitoring
- ◆ PPE requirements.
- ◆ On-scene specific task assignments.
- ◆ Communications procedures.
- ◆ Emergency contingency plans.
- ◆ Documentation procedures.
- ◆ Site safety plan.

This response plan shall be used on-scene and forwarded to the Unified Command. Section 347.3 contains a generic HAZMAT Response Plan.

Section 347.3: Generic HAZMAT Response Plan

1. Incident Description.

- a. Date. _____
- b. Location. _____

- c. Affected Area. _____

- d. Topography. _____

- e. Weather Conditions. _____

4. Entry Objectives.

3. On-Scene Coordination and Organization.

- a. OSC. _____
- b. Safety Officer. _____
- c. Security Officer. _____
- d. Documentation Officer. _____

- e. Logistics Officer. _____

- f. Entry Team Leader. _____

- g. Entry Team Members. _____

- h. Federal Representatives. _____

- i. State Representatives. _____

- j. Local Representatives. _____

- k. Contractors. _____

4. **On-Scene Control.**

- a. Command Post Location. _____

- b. Control Boundaries. Include sketch (with distance parameters) of contaminated area, exclusion zone, access control points, contamination reduction area, contamination reduction corridor, decontamination area, access control points, command post, wind direction, clean zone.

5. **Hazard Evaluation.**

Substance	Concentration	<u>Primary Hazards</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Other Hazards. _____

6. **Personal Protective Clothing.**

	<u>Area</u>	<u>PPE</u>
Contaminated Area	_____	_____
	_____	_____
	_____	_____
Exclusion Zone	_____	_____
	_____	_____
	_____	_____
DECON Station	_____	_____
	_____	_____
	_____	_____
Reduction Area	_____	_____
	_____	_____
	_____	_____

7. **Work Assignments.**

<u>Assignment</u>	<u>Name(s)</u>
Team Leader	_____
Entry Team #	_____

Entry Team # _____

Entry Team # _____

Entry Team # _____

Rescue Team _____

DECON Team _____

8. **Communications Procedures.**

- a. Radio.
- b. Voice.
- c. Emergency Signals.

9. **Site Safety Plan.** Attach copy.

Section 348: Response Operations

Response operations will occur according to the Incident Action Plan (IAP). Additional entries into the contaminated area or exclusion zone will require updating the IAP.

Section 349: Documentation

The OSC shall collect and maintain all documentation needed to support all actions taken under CERCLA and state laws. At a minimum, the OSC shall maintain the following documentation:

- ◆ Incident chronology.
- ◆ Site safety plans.
- ◆ HAZMAT response plans.
- ◆ Cost documentation required by CERCLA or other state or local laws.
- ◆ Incident action plans.
- ◆ Minutes from planning meetings.

The OSC shall maintain all CERCLA cost documentation if CERCLA funds are used.

Section 350: Firefighting Strategies

Section 351: Authorities and Responsibilities

Section 351.1: Federal

Under the Ports and Waterways Safety Act of 1972, COTPs are called upon to provide assistance at major fires on board vessels and waterfront facilities. Although the COTP has a significant interest in fighting fires on vessels and waterfront facilities, local authorities are principally responsible for maintaining necessary firefighting capabilities within the COTP New Orleans zone.

Section 351.2: Local

Local fire departments have jurisdiction to fight fires at waterfront facilities, piers, bridges, and structures.

Section 351.3: Owner, Operator

The owner or operator of a facility or vessel has primary responsibility to fight fires on their property. Local firefighting organizations (municipal, volunteer, and contractor) will respond to fires on board vessels or waterfront facilities, within the limits of their training and capabilities.

Section 351.4: Incident Commander

The owner or operator of a facility or vessel has primary responsibility to fight fires on their property. Local firefighting organizations (municipal, volunteer, and contractor) will respond to fires on board vessels or waterfront facilities, within the limits of their training and capabilities.

The senior fire service officer in whose jurisdiction the fire occurs will serve as the incident commander. For offshore fires, the master of the affected vessel or facility, or another designated representative of the owner or operator will serve as the incident commander. COTP New Orleans shall not assume overall control of firefighting activities when appropriate qualified fire service officers are present and able to assume command.

Section 351.5: COTP New Orleans Role

The Coast Guard renders assistance as available, based on the level of training and the adequacy of equipment. The New Orleans Captain of the Port intends to maintain this traditional "assistance as available" posture without conveying the impression that the Coast Guard is prepared to relieve local fire departments of their responsibilities. Paramount in preparing for vessel or waterfront fires is the need to integrate Coast Guard planning and training efforts with those of other responsible agencies, particularly local fire departments and port authorities. The New Orleans Captain of the Port shall provide appropriate assistance to the port authorities, local municipal fire departments, vessel and facility owners and operators and other interested parties.

Coast Guard personnel will not actively engage in firefighting except in the support of a regular firefighting agency under the supervision of a qualified fire officer.

COTP New Orleans shall provide a Marine Firefighting Coordinator (MFFC) to assist the incident commander. The MFFC will serve as the representative of the New Orleans Captain of the Port to the Incident Commander. They will assist in facilitating the federal response to shipboard or waterfront facility fires. Marine Firefighting Coordinators specific missions include:

- ◆ Coordinate the efforts and use of Coast Guard and other federal resources involved in the response.
- ◆ Interpret the vessel's fire control plan and damage control plan for the Incident Commander. Team members can also assist fire fighters in better understanding the layout of the vessel and specific safety concerns to be cognizant of.
- ◆ Assist the Incident Commander in determining shipboard stability characteristics.
- ◆ Coordinate and monitor contractor resources, as appropriate, for the Incident Commander.

- ◆ Facilitate the transfer of command from the fire service Incident Commander to the New Orleans Captain of the Port following conclusion of firefighting operations.

Mississippi River firefighting platforms include:

- ◆ M/V DELUGE and M/V GENERAL KELLY (225) 897-6844
- ◆ M/V AUTHORITY I and M/V AUTHORITY II (225) 682-0081
M/V LOUISIANA
- ◆ M/V BATON ROUGE EXXON and M/V BAYOU STATE (225) 359-8254

Section 352: Initial Firefighting Operations

The designated incident commander will direct employment of responding resources. Firefighting resources will be employed based on:

- ◆ Location and extent of fire;
- ◆ Class and extent of cargo involved;
- ◆ Possibility of explosion;
- ◆ Possibility of sinking/capsizing;
- ◆ Hazard to crew or other resources present at location;
- ◆ Weather forecast;
- ◆ Maneuverability of vessel;
- ◆ Effects on bridges which must be transited;
- ◆ Alternatives if the vessel is not allowed entry or movement.

The Incident Commander will direct the firefighting operations of all responding agencies. Operational response will be based on the following tactical priorities:

1. **Rescue:** The saving of lives and removal of victims to a safe area is paramount and comes before any other consideration. Rescue involves those operations which are required to remove endangered personnel from a compartment or area involved in fire or other hazardous situations and transport them to a place of safety.
2. **Exposure:** The protection of exposures is necessary to prevent damage to nearby structures, equipment and materials, and to prevent the spread of fire to other areas (including fuel loads) on or off the vessel. Exposures may be shipboard, shoreside, or on a nearby vessel.
3. **Confinement:** Confine the fire to the compartment or area of origin. Limit the fire's spread beyond its original boundaries to the maximum extent possible. Confinement includes those operations required to prevent a fire from intensifying or spreading. It is

the first offensive operation. A fire starting on a lower level is usually more difficult to confine than one starting on an upper level. The downward extension of fire is usually (but not always) relatively slow compared to its extension from space to space on the level of origin and to upper levels. Protected openings may retard or limit fire extensions.

4. **Extinguishment:** Extinguishment includes those operations that are required to attack and extinguish the main body of fire. This ideally involves flame/heat knockdown followed by complete extinguishment with minimum water damage.
5. **Overhaul:** Overhaul includes those operations required to complete the extinguishment of remaining fire, prevent rekindling, and to place the compartment and ship in a safe condition.
6. **Salvage:** Salvage includes those operations required to protect compartments and contents from preventable damage due to water, smoke, heat, or other elements. Salvage operations can be divided into two phases--those operations performed during the fire and those performed following extinguishment.
7. **Ventilation:** Ventilation is a tool which can be utilized during any of the phases listed above. Ventilation includes those operations required to displace a heated and contaminated atmosphere within an involved compartment with normal air from the outside atmosphere. In addition, proper ventilation can aid in increasing visibility of internal spaces.

Section 353: Firefighting Considerations

- ◆ Command post location, communications.
- ◆ Class of fire and materials involved.
- ◆ Vessel's fire control plan.
- ◆ Operation of vessel ventilation system.
- ◆ Operation, location of fire main system.
- ◆ Establish appropriate staging areas for arriving equipment.
- ◆ Recognition that a language barrier may exist. The vessel's agent, a vessel's officer, or other interpreter may be required.
- ◆ Materials located near, adjacent to location of fire.
- ◆ Marine environment.
 - a) Tides and current.
 - b) Bottom conditions.
 - c) Vessel traffic.

- ◆ Marine terminal type.
- ◆ Structural integrity of piers, wharves, warehouses.
- ◆ Shoreside fixed firefighting equipment.
- ◆ Shore connections.
- ◆ Vessel type/construction.
- ◆ Vessels located adjacent to the location of the fire.

Section 354: Other Firefighting Resources

Cleanup Contractors

The COTP may find that local pollution cleanup contractors are not adequately equipped to conduct activities where fires are involved. Development of this capability should be encouraged, as the spread of flammable liquids may result in the spread of a fire.

Pilots

Nearly all state pilotage laws require a pilot to be on board all large vessels moved within a port. The COTP should consider the pilotage laws when determining the need for pilots in emergency situations. Local pilots' associations should be contacted to determine their procedures for handling emergency movement of vessels and response times of their members to representative locations. If a fire is reported on board a vessel or at a grain elevator, oil terminal, or other high-risk facility, other vessels moored at that facility or near the involved vessel may have to be moved immediately, with or without tugs or pilots; this may be accomplished, if necessary through a COTP Order.

Salvors and Marine Chemists

Salvors and marine chemists have a variety of unique skills which may be of use in a marine fire incident. A marine chemist tests the atmosphere of confined and poorly ventilated spaces for concentrations of oxygen and other gases which may be harmful, flammable, or explosive. During a marine fire marine chemists can monitor conditions of an interior fire area and advise responders of chemical hazards that may be encountered. Commercial salvors operate a variety of specialized equipment to keep a vessel afloat or raise a sunken vessel. Because many salvors deploy their assets within a large area of operations, local salvors may not be able to respond as quickly as a more remotely based company. The U. S. Navy Supervisor of Salvage also maintains personnel and equipment which may be available.

Section 355: Port Entry and Movement of a Burning Vessel

Essential Considerations

The decision to allow a burning vessel to enter or be moved within the port can be a difficult one for the COTP. Various scenarios should be planned to consider the possible outcomes of that decision. The COTP should approach such a situation with the view that the overall safety and security of the port is the key factor. The possibility of a vessel sinking in a channel or spreading fire to other vessels or facilities must be evaluated. The port should not be jeopardized to save a single vessel if the risk is too great. Risk evaluation (and cost-benefit analyses where applicable) should be employed during the planning process. The primary considerations for allowing a burning vessel to enter into, or be moved within, the port are:

- ◆ Location and extent of fire;
- ◆ Class and amount of Cargo involved;
- ◆ Possibility of explosion;
- ◆ Possibility of sinking/capsizing;
- ◆ Hazards to crew of other resources at present location;
- ◆ Weather forecast;
- ◆ Maneuverability of vessel (Is it a dead ship?);
- ◆ Effects on bridges that must be transited
- ◆ Hazards to the environment;
- ◆ Alternatives if the vessel is not allowed entry or movement.

Allowing Entry of Movement of the Vessel

Before entry or movement is permitted, the vessel should be examined (with other involved agencies, if possible) to determine its condition. Permission for entry or movement may generally be granted when:

- ◆ The fire is already contained or under control;
- ◆ There is little likelihood that the fire will spread;
- ◆ A greater possibility exists that the fire may be extinguished with equipment available in-port before secondary explosion or spread of fire; and
- ◆ All appropriate parties, including elected officials, have been consulted.

[NOTE: A request for entry into the port by a burning vessel under declaration of "force majeure" should be evaluated under the same previously listed criteria.]

Additional Considerations Prior to Entry or Movement.

Once the decision to permit entry or movement of the vessel has been made, consideration should be given to:

- ◆ A safety broadcast and Notice to Mariners;
- ◆ Ordering the movement of other vessels or cargo stored in the area to preclude their involvement; and
- ◆ Locating the vessel to facilitate the use of available resources in firefighting.

Liability Factors in Consideration of Vessel Entry

- ◆ The amounts and types of insurance held;
- ◆ Verification of coverage for liability for any oil pollution removal costs, as evidenced by a valid Certificate of Financial Responsibility (COFR);
- ◆ Liability insurance for possible damages caused to other property; and
- ◆ A surety bond, in an amount equal to the estimated cost of removing the vessel from the port.

[Note: While these assurances are highly desirable, obtaining them may not be possible before action is required to save the vessel.]

Considerations for Denying Entry or Movement

- ◆ A danger, greater than the immediate danger to the vessel, crew, or cargo, that the fire will spread to other port facilities or vessels;
- ◆ A likelihood of the vessel sinking or capsizing within a navigable channel;
- ◆ A likelihood that the vessel may be abandoned as a derelict;
- ◆ Unfavorable weather or environmental conditions that preclude the safe movement of the vessel or fire fighting efforts; and
- ◆ A risk of a serious pollution incident of oil or hazardous substances. The COTP should, in conjunction with district (m) staff and the Regional Response Team (RRT), assess pollution risks and determine whether a vessel should be allowed to enter port.

Section 356: Firefighting on Vessels

Importance of Vessel Location.

The success or failure of shipboard firefighting efforts is a condition of the vessel's location; if the vessel is remotely located or otherwise inaccessible, there may be little opportunity to save it.

The COTP should coordinate with fire departments, port officials, and other involved agencies to pre-select moorage, anchoring, or grounding sites for burning vessels.

Considerations for Moorage Locations.

- ◆ The flammability of pier structures and contiguous facilities;
- ◆ Availability of adequate water supply;
- ◆ Access for response boats and vehicles;
- ◆ Minimizing the risk of impeding navigation;
- ◆ Location of low risk to facilities or vessels, consistent with minimizing the distance the vessel must be moved.

Considerations for Anchoring or Grounding Locations.

- ◆ Bottom material and formation should not pose an undue risk of rupturing the vessel's hull
- ◆ Water depth should be shallow enough that the vessel will not sink below the main deck level, yet deep enough that fireboats, salvage barges, and tugs can approach;
- ◆ Environmental conditions: strong winds or currents may hamper firefighting, salvage, or other response efforts. Tidal influences and river level fluctuations must also be considered.

Intentional Sinking of Vessels.

As a last resort when a vessel and its cargo are deemed to be a constructive total loss due to a fire, an alternative to firefighting and salvage efforts may be to sink the vessel. Transportation and disposal of vessels must be accomplished in accordance with COMDTINST 16451.5 series, which provides guidance concerning the Intervention on the High Seas Act (IHSA), and 40 CFR 229.3, which outlines authorities and general procedures. Except in extreme emergencies when vessel disposal is contemplated as a viable option, the vessel's flag state, EPA's Regional Response Team (RRT) representative, and other parties known to have interests which may be affected should be consulted.

Section 356.1: Vessel Stability Considerations

The stability of a vessel is described as its ability to resist heeling from the upright position at small angles of inclination. The large volumes of water often used combating fires can have a negative impact on vessel stability, jeopardizing the safety of the vessel and the personnel on board.

The COTP or his designee may be expected to provide advice regarding vessel stability issues and should command a basic knowledge of the topic. A list of technical experts should also be compiled as apart of the marine firefighting contingency plan. This list should include the Coast Guard Marine Safety Center Salvage Team which is always available to provide technical guidance on stability issues. At a minimum, Coast Guard personnel who are likely to respond in incidents where stability of a vessel is at issue should be familiar with NFPA 1405 and Stability and Trim for the Ship's Officer, by John La Dage and Lee Van Germert, published by Cornell Maritime Press.

Firefighting Factors Affecting Vessel Stability.

The introduction of large amounts of water onto the vessel can create a free surface effect which is particularly dangerous if the water is confined above the vessel's normal center of gravity. Personnel and equipment moving through watertight doors cause potential problems by disrupting flooding boundaries. The most important consideration regarding vessel stability is the control of a vessel's list. Problems resulting from a failure to maintain a reasonable degree of transverse stability can include:

- ◆ Poor footing for response personnel,
- ◆ Difficulty in maintaining a foam blanket,
- ◆ Automatic fire door closure problems,
- ◆ Damage/injury from shifting of loose objects,
- ◆ Reduced effectiveness of fixed dewatering suctions and drains,
- ◆ Loss of use of vessel machinery due to sustained excessive list.

Vessel Factors Affecting Stability.

- ◆ The free surface of all liquids on board,
- ◆ The integrity of the hull,
- ◆ Whether the double bottoms are empty or full,
- ◆ Integrity of watertight boundaries during flooding, and
- ◆ Flatness of the hull bottom if the vessel is in contact with the bottom.

Vessel Documentation.

Several vessel documents can be useful in determining vessel stability. The most important of these is the vessel's trim and stability booklet. Other useful documents are the cargo plan, the docking plan, the capacity plan, and the general arrangement plan. If this information is for some reason not available on board the vessel, it should be available from the vessel's owner or

operator. Ideally, Coast Guard and/or local fire fighters would maintain copies of the pre-fire plan for those vessels which regularly call at their port. Note that per 33 CFR 155.240, owners and operators of oil tankers and offshore oil barges shall ensure by no later than January 21, 1995, that their vessels have prearranged, prompt access to computerized, shore-based damage stability and residual strength calculation programs. Access to the shore-based calculation program must be available 24 hours a day. Per 33 CFR 155.245, owners or operators of inland oil barges shall ensure by no later than January 21, 1995, that the vessel plans necessary to perform salvage, stability, and residual hull strength assessments are maintained at a shore-based location. Access to the plans must be available 24 hours a day.

Section 356.2: Water Discipline

Water is the most prevalent fire extinguishing agent. Water suppresses fire through absorbing heat when converted into steam and the resulting smothering effect as steam displaces the air around the fire. In general, 0.03 m^3 (1 ft^3) of water will generate 48 m^3 (1700 ft^3) of steam; enough to smother 6 m^3 (200 ft^3) of fire under ideal conditions (closer to 3 m^3 (100 ft^3) in practice). The indiscriminate use of water, however, particularly in vessel fires, can be as dangerous as the fire. In considering the use of water versus other extinguishing agents the questions of potential electrical hazards, the presence of any water reactive materials, and the problems of flooding and the resulting stability issues must be answered before proceeding.

At best, undisciplined water usage may precipitate excessive water damage and disrupt the thermal balance of an interior fire resulting in reduced visibility, and severe heat conditions from the production of large amounts of steam. The thermal balance is the discernible separation between the heated fire gases in the upper portion of a compartment and the relatively cooler air below. The heated gases may exceed 704 C (1300 F). Disruption of the thermal balance can be avoided for as long as possible by proper application of direct and indirect attack techniques. In the worst case, disregard for the amount of water put on board will deteriorate the vessel's stability. Four liters (1 gal) of sea water weighs 3.9 kg (8.6 lbs), at a flow rate of 6 liters/second (l/s) or 100 GPM, a 1 m (12 ft) space will be flooded 0.152 m (6 in) in roughly 5 minutes, adding approximately 2 metric tons (2 tons). A 64 mm (2 in) hose, which is commonly found on vessel weather decks, delivering 2 l/s (250 GPM), equates to approximately 54 metric tons (60 tons) per hour; while the 38 mm (1 in) hose normally found at interior fire stations will deliver approximately 27 metric tons (30 tons) per hour.

Section 356.3: Dewatering

A vessel will sustain a loss of stability from firefighting water accumulation above the vessel's original water line. For this reason, dewatering is an essential planning issue for successful vessel firefighting. Normally, vessels will have a limited amount of dewatering equipment. This equipment will often consist of a fixed pump and suction system to handle water which accumulates in the vessel's bilges and drain holes located in areas above the waterline to allow drainage overboard or into the vessel's bilge. Portable pumps are sometimes available on board, but their limited capability will not substantially aid dewatering efforts. Removal of toilets and showers to improve drainage will allow water to flow down into holding tanks below the waterline. While the weight of the water is still a factor, the shift in weight to the holding tanks will lower the vessel's center of gravity and improve transverse stability. In extreme cases, drainage holes may be cut in the superstructure. This practice, however, can be extremely dangerous and should not be pursued without the permission of the owner or other appropriate authority. In planning for the eventuality of a dewatering effort, the effects of contaminated runoff and the need for containment must be evaluated.

Section 356.4: List Correction

The basic causes of list are a negative metacentric height (GM), or "angle of loll", which is caused by having the center of gravity too high in the vessel, and/or an off center position of the vessel's center of gravity (CG). When in doubt as to the cause of the list, always attempt to lower the vessel's center of gravity. The following outlines a general sequence of actions to limit deterioration and potentially improve vessel stability:

1. Establish flooding boundaries,
2. Remove water from partially flooded areas,
3. Jettison topside weight,
4. Completely remove water from solidly flooded areas,
5. Transfer weight (usually liquid ballast). If the list is caused by a location of the center of gravity off the vessel's centerline, shifting weight to the high side will remove the list, however, if negative GM is a factor of the list, transverse shifting of weight within the vessel will worsen the situation. In a case in which the center of gravity is located above the metacentric height, the center of gravity must be lowered to correct the list.
6. Add weight (counter flooding). Always start with the lowest spaces available, such as double bottom tanks, Never counterflood if free surface is the cause of the list. Problems resulting from added weight and free surface effect make counterflooding a last resort.

Section 356.5: General Tactics for Common Vessel Spaces

Public and Accommodation Spaces.

By the nature of their use, the first concern in responding to a fire in accommodation spaces is the rescue of victims. The National Fire Protection Association (NFPA) describes a fire in these spaces as being very similar to shore side structural fires. While this description is accurate, it can also be misleading. The vessel's steel construction, below deck locations, and a high content of synthetic materials will raise heat levels dramatically compared to a shore side structural fire. Firefighting efforts will likely be additionally complicated by access and egress problems and difficulty in effective utilization of ventilation techniques. Extinguishment and overhaul of accommodation space fires can also be problematic due to the threat of fire extension through cableways, false overheads and other void spaces. The potentially dangerous effects of oxygen starvation and reflash potential are compounded by vessel construction and ventilation limitations.

Engine Room and Machinery Spaces.

The engine room refers to the space in which the vessel's propulsion engine is located and machinery spaces refer to the location of the auxiliary systems necessary for the vessel to function. This machinery includes systems such as hydraulics, sewage, fuel and lube oil, compressed air, and steam systems, as well as the machinery which provide electricity, and hotel services. A fire in these spaces is easily the most difficult to control and extinguish. Access to an engine room/machinery space fire can be complicated by a maze of catwalks, decks, and gratings that may be slick with petroleum products and will hinder hose line advancement. The variety and size of machinery spaces can make rescue operations difficult. While the vessel's fire plan should be consulted, the vessel's engineering department can provide invaluable information. Many vessels are equipped with fixed fire fighting systems, these systems should be considered for primary use in fire fighting prior to manned teams entering the affected space.

Section 356.6: Special Considerations According to Vessel Type

Section 356.6.1: Freight Vessels

Freight vessel cargo holds come in four basic types: dry bulk, break bulk, roll-on/roll-off (Ro/Ro), and container. Each of these present particular hazards to the fire fighter. In general, as with any fire situation, it is very important to know what is burning. This is doubly true of cargo vessels due to the possible variety of goods on board with different characteristics and reactive properties.

To determine what cargo is on board and where it is located, the vessel's Cargo Manifest and especially the Dangerous Cargo Manifest, should be reviewed in consultation with the vessel's master. Until the decision is made as to the best method of extinguishment, identification of a cargo off-loading site, and overhaul and disposal procedures are set, the hold should be sealed and the fixed fire suppression system, if installed, should be activated. If the fixed system is activated, bulkhead temperatures should be monitored hourly to track progress. Because any attempt to enter the hold after fixed system activation will introduce air into the fire area and allow escape of the extinguishing agent, the most important factor in utilizing a fixed system in this situation is having the patience to allow the agent time to take effect.

Section 356.6.2: Dry Bulk Vessels

Dry bulk holds generally contain goods such as grain, coal, ore, scrap metal, or other particulate matter loaded directly into a hold without packaging; much like liquid in a tanker. The danger associated with a hold full of grain is similar to that of a silo: spontaneous combustion, dust explosions, and product expansion with the addition of water. A hold containing coal may require cargo discharge to extinguish the fire. Coal that is heating spontaneously should be leveled, trimmed, and packed down tightly in the hold to minimize the chance of fire. Scrap metal cargoes will probably require that the hold be sealed and inerted while cooling exposures hold boundaries.

Section 356.6.3: Break Bulk Vessels

Break bulk is loaded into a vessel's hold as packaged goods in crates, bags, or barrels, etc. The cargo may be supported and separated by dunnage (wood pallets, etc.), which will present additional class A fire hazards. Cargo on break bulk vessels is most commonly loaded vertically into the holds by cranes through a series of large hatches. As subsequent holds are loaded, it is

common for cargo to be placed on the hatch to the lower hold. Access to the lower holds can be difficult in these situations, often leaving scuttles and steep ladders as the only method of entry. For this reason, use of the installed fixed system is often the best course of action until a coordinated attack can be made. To aid in preventing the spread of the fire, cargo in holds with adjacent bulkheads should be moved away from the affected hold and the bulkheads should be cooled as necessary.

Section 356.6.4: Container Vessels

Containers provide uniform modular handling of packaged and liquid goods. Containers may be stacked on deck or stored in holds. Due to the often large number of containers and the manner of stowage, access to a specific container can be difficult. In order to complete extinguishment and overhaul of the fire, it is best if the container can be removed from the vessel once the fire can be controlled. Both the affected container and those surrounding it need to be externally cooled. If the container is on deck, control of the fire inside a container is often best achieved by determining the required agent for the contents and applying the agent through a small hole high in the side closest to the hottest point. The recommended procedure if the container is in a hold is basically the same, unless the container cannot be reached, in which case the hold should be buttoned up, sealed and the fixed fire suppression system activated.

Section 356.6.5: Roll-on/Roll-off (Ro/Ro) Vessels

Ro/Ro vessels are generally comprised of several parking garage like decks designed to maximize the storage of motor vehicles. The hull on some Ro/Ro vessels have a very high freeboard; this height can be sufficient to cause complications in the staging and operation of equipment on the vessel. Access to the cargo decks can often best be established through side ports and cargo loading ramps. Close storage of cargo will likely cause difficulty in accessing a particular area or unit of cargo. If possible, it is generally best to empty the fixed system (usually a sprinkler or CO₂ system) in the cargo deck until the fire area can be accessed for a direct attack.

Section 356.6.6: Commercial Fishing Vessels

Fishing vessels comprise a specialized sub-type of freight vessel which includes trawlers, fish tenders, and fish processing vessels. The arrangement of the holds and stowage of catch/cargo often bare similarities to a small break bulk or dry bulk vessel. The hazards associated with these vessels are also similar to other freight vessels often but add a large refrigeration system used to preserve the cargo. The use of a refrigeration system can hold potential hazards to responders due to the use of anhydrous ammonia (NH₃) as the primary refrigerant. Commercial refrigerants also a hazard due to oxygen displacement. Exposure to anhydrous ammonia in its liquid state will cause severe burns on contact, and in a gaseous state possesses properties which cause severe irritation to eyes, skin, and mucous membranes as well as possibly causing fatal respiratory damage.

Other than exposure hazards for fire fighters, a release of anhydrous ammonia in an enclosed space introduces the possibility of a combustion explosion. Although characterized as having a limited flammability and low heat of combustion in a fire scenario, enough pressure can be developed to cause major structural damage.

Section 357: Bulk Liquid Tank Vessels

Today's tank vessels are capable of transporting large quantities of liquid products. Tank vessels can be divided into three categories: petroleum carriers, liquefied gas carriers, and chemical carriers. It is not uncommon for a tank vessel to carry a variety of liquids in its segregated tanks. Deck fires on tankers are one of the most common vessel fire scenarios. These fires usually result from overfilling tanks or the spillage of product onto the deck from a leak or rupture of the piping system. The practice of plugging scuppers during cargo operations will often help to contain a spill to the deck of the vessel. The presence of on deck cargo piping systems will hinder the advancement of firefighting operations. The key to control and extinguishment in deck fire situations is to reduce/remove the fuel source by shutting down the cargo system. System shutdown is best accomplished when performed by personnel knowledgeable about the system's operation. Fire fighters should take care to preserve the integrity of the tanks and cargo piping system.

Section 357.1: Petroleum

For petroleum on deck, the preferred course of action is to employ foam, provided sufficient quantities are available to maintain an unbroken blanket over the entire surface of the exposed product. If feasible, the placement of fire resistant containment booms around the vessel would be prudent. It is also important to note that under 33 CFR 155.1050 and 33 CFR 155.1052, vessel response plans, required for vessels which carry group I-V petroleum oils, must identify and ensure the availability of both a salvage company with expertise and equipment, and a company with vessel firefighting capabilities in the area(s) which the vessel operates. The availability of these pre-planned resources should not be overlooked during a marine firefighting scenario.

Section 357.2: Liquid Natural Gas (LNG)/Liquid Propane Gas (LPG)

Natural gas and Propane gas are the two most common liquefied flammable gases. For transport, these gases are liquefied through a cryogenic process. This process results in a significant volume reduction (by a factor of 600 for natural gas and a factor of 270 for propane gas). The vessels which transport these gases generally utilize large insulated spherical tanks for product storage. The tanks are isolated within the vessel's hull by cofferdams designed to contain low volume leakage from the tanks. Despite differences in physical characteristics, when ignited, the effective methods of extinguishment are similar. Vessels which carry LNG/LPG are fitted with deck water spray systems. The spray system is intended primarily for the protection of exposures (vessel superstructure, storage tanks, and cargo system) from the extreme radiant heat produced by natural and propane gas fires. The spray system will also aid in containment of the fire area, protection of metal surfaces from embrittlement fractures caused by contact with cryogenic liquids, and the dissipation of unignited vapor. In addition to the spray system, most gas carriers will be fitted with a dry chemical system with sufficient agent to protect the weather deck. In the event that hose lines are brought to bear on the fire, high velocity fog may be employed to disperse unignited vapor, but the high velocity fog pattern should never be used directly on the liquid as it will only serve to vaporize the liquid. In ports which handle LNG and LPG tankers, the LNG/LPG Vessel Management and Emergency Contingency plans should be consulted for area specific guidance in handling these vessels.

Section 357.3: Chemical

The bulk transport of liquid chemicals has become one of the major commodities shipped by water. Because many chemicals possess characteristics which could endanger responders, proper identification of the hazards present is the key to responding to any chemical or hazardous material incident. Although the Coast Guard sets guidelines for the bulk shipment of chemicals, the potential dangers of chemicals mixing on a multi-product tanker cannot be overstated. A response strategy cannot be formulated before issues of toxicity, volatility, and reactivity (especially to water and other firefighting agents) are resolved. Clearly, the integrity of the tanks and cargo system must be maintained. In some instances, it may be prudent to employ the available fixed systems rather than risk the safety of responders in a direct attack upon the fire. The Incident Commander must also evaluate the necessity to evacuate the scene and surrounding area due to the existence or potential threat of plume development.

Section 358: Passenger Vessels

Firefighting operations on passenger vessels can be extremely difficult. Public and accommodation spaces on passenger vessels will often present a higher fire load than other vessels because of the quantity of synthetic materials used to enhance the vessel's appearance. Another result of these cosmetic enhancements will be the existence of many void spaces and probably a complex ventilation system which will contribute to the spread of fire and smoke. Large passenger vessels, such as cruise ships, are constructed with a large number of small compartments connected by narrow passageways and ladders. The layout of many of these vessels all but ensures that the Incident Commander, even with the benefit of pre-fire planning, will be faced with manpower shortages as fire fighters become fatigued and air supplies are exhausted in efforts to locate and extract victims, and then access and extinguish the fire.

Section 358.1: Special Planning

The COTP's shall work with the passenger vessel industry, the port authority, and local response and relief agencies operating in their respective zones or AOR's to ensure the coordination of these parties for the evacuation of and accountability for the vessel's passengers in the event of fire or other emergency. An accurate account of persons both ashore and aboard the vessel is critical in expediting the pace and aiding to ensure successful firefighting and rescue operations. The sooner search and rescue is completed the sooner efforts can be focused upon property conservation. The displacement of up to several hundred passengers will require pre-planning for lodging, medical attention, meals, transportation, and communications. While these factors are principally the concern of the industry, the COTP has a vested interest in ensuring these factors have been addressed within the port.

Section 360: Salvage/Lighting Strategies

Section 361: Salvage Operations

Salvage operations may be a first priority for response and may be needed in order to prevent a discharge or to secure the source of a discharge. Salvage actions may include conducting a grounding or damage survey, stabilization, damage control, patching, dewatering, lighting, refloating, and removal operations. The Responsible Party, or agency conducting the salvage

may be required to name the Salvage Master and submit a written salvage plan to the Unified Command for approval prior to starting operations. Attempts to immediately refloat or remove a damaged or grounded vessel shall not be initiated without COTP approval. Transportation of a vessel or barge generally requires inspection by Coast Guard personnel to ensure that the barge or vessel is seaworthy and can make the voyage safely. Coordination of a successful salvage operation may often prevent a more serious incident.

Section 361.1: Salvage Plan Contents

Salvage plans must include, at a minimum, the following information.

1. Company to conduct salvage.
2. The name, location, and communications information for the Salvage Master.
3. Equipment requirements.
4. Date and times of operations.
5. Description of proposed operations.
6. Destination and transportation requirements for salvaged materials/vessels/barges.
7. Description of associated hazards/safety plan.

Section 362: Lightering Operations

Lightering may be required to prevent further discharge of product, and may occur simultaneously with removal operations. The Responsible Party, or agency conducting the salvage, must submit a written lightering plan to the Unified Command for approval prior to starting operations. Lightering operations shall be conducted in accordance with Title 33, Code of Federal Regulations, Parts 154 and 156. Deviations from these regulations must be approved by the FOSC. Coast Guard personnel will conduct risk assessment and will normally inspect all equipment prior to operations and will monitor, at a minimum, the start of operations.

Section 362.1: Lightering Plan Contents

Lightering plans, at a minimum, should include the following information.

1. Product to be lightered.
2. Hazards of the product. Personal Protective Equipment requirements and Material Safety Data Sheet (MSDS).
3. Times, location, and identification of the lightering vessel.
4. Lightering/Pumping diagram.
5. Pollution response plan.

Section 370: Emergency Medical /Mass Casualties Strategies

Personnel casualties must be identified and responded to in a safe and timely method. Medical services are requested through the local or state emergency medical service (EMS). Prior to medical personnel arriving on scene, the Safety Officer will coordinate medical needs.

The senior EMS person on-scene will establish staging, transportation, first aid, and triage. He or she will coordinate HAZMAT medical requirements with the Safety Officer.

Section 371: Medical Considerations

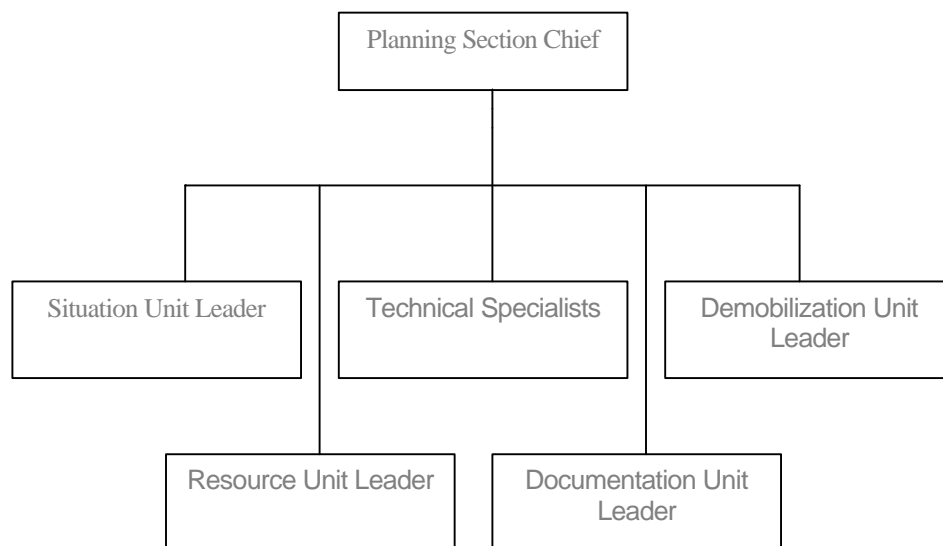
- ◆ Number of victims and types of injuries.
- ◆ Geographic location of incident.
 - a) Accessibility.
 - b) Weather.
 - c) Environment.
- ◆ Incident Type.
 - a) HAZMAT.
 - b) Oil Spill.
 - c) Fire.
 - d) Diving.
- ◆ Medical Evacuation.
 - a) Transportation requirements.
 - b) Location of medical facilities.
- ◆ Medical Facilities.
 - a) HAZMAT.
 - b) Emergency
 - c) Burn centers.
 - d) Hyperbaric chambers.
- ◆ Communications Requirements

Section 400

Planning

Section 410: Planning Organization

The Planning Section is responsible for developing strategic plans for upcoming operations, collecting and distributing incident information, and for developing plans to dispose of hazardous substance or oil wastes. Failure to effectively dispose of wastes generated during a response will, for all practical purposes, halt entire response operations. The Planning Section must be able to look beyond current operations, and anticipate potential problems or events. A key planning responsibility is to prepare and present to the Unified Command the Incident Action Plan (IAP). The IAP provides detailed response operations for the next operational period (usually the next 24 hours of operations), and technical information or data which supports the plan. The IAP must be written and signed by each member of the Unified Command prior to approval. Activation of Planning Section branches will be incident specific.



Section 411: Planning Section Chief Responsibilities

The planning Section Chief is responsible for the collection, evaluation, dissemination, and use of information about the development of the incident and status of resources. The Planning Section Chief is also responsible for producing the Incident Action Plan. Additional responsibilities are:

Responsibility	Completed
1. Report to the Unified Command.	
2. Activate Planning Section units.	
3. Assign available personnel already on site to ICS organizational positions as appropriate.	
4. Collect and process situation information about the incident.	
5. Supervise preparation of the Incident Action Plan.	
6. Provide input to the Unified Command and Operations Section Chief in preparing the Incident Action Plan.	
7. Establish information requirements and reporting schedules for all ICS organizational elements for use in preparing the Incident Action Plan.	
8. Determine the need for any specialized resources in support of the incident.	
9. Assign Technical Specialists where needed.	
10. Assemble information on alternative strategies.	
11. Provide periodic predictions on incident potential.	
12. Compile and display incident status summary information.	
13. Provide status reports to appropriate requesters.	
14. Advise General Staff of any significant changes in the incident status.	
15. Prepare recommendations for release of resources for submission to members of Unified Command.	
16. Maintain section records.	
17. Maintain unit activity log.	

Section 412: Situation Unit Leader Responsibilities

The Situation Unit Leader is responsible for the collection and evaluation of information about the current and possible future status of the spill and the spill response operations. This responsibility includes the compilation of information regarding the type and amount of oil spilled, the amount of oil recovered, the oil's current location and anticipated trajectory and impacts on natural resources.

Responsibility	Completed
1. Report to the Planning Section Chief.	
2. Prepare and maintain Command Post situation displays.	
3. Collect and maintain current incident data.	
4. Prepare periodic predictions as directed by Planning Section Chief.	
5. Prepare, post and disseminate resource and situation status information as required in the Incident Information Center.	
6. Prepare incident status summaries.	
7. Provide status reports to appropriate requesters.	
8. Provide photographic services and maps.	

Section 413: Resource Unit Leader Responsibilities

The Resource Unit Leader is responsible for maintaining the status of all resources at the incident. This unit develops and maintains a master list of all resources, including check-in, status, and current positions. The Resource Unit also prepares parts of the Incident Action Plan and compiles the entire plan in conjunction with other members of the ICS organization.

Responsibility	Completed
1. Report to the Planning Section Chief.	
2. Participate in Planning Meetings as required.	
3. Establish check-in function at incident locations.	
4. Prepare and maintain the Command Post resource display (organization chart and resource allocation and deployment sections of display).	
5. Establish contacts with incident facilities and begin maintenance of resource status.	
6. Gather, post, and maintain incident resource status.	
7. Maintain master roster of all resources checked in at the incident.	
8. Prepare organization assignment lists and organization charts.	
1. Prepare assignment lists.	
2. Provide status reports to appropriate requesters.	

Section 414: Documentation Unit Leader Responsibilities

The Documentation Unit Leader is responsible for the maintenance of accurate, up-to-date incident files. Examples of incident documentation include: Incident Action Plan, incident reports, communication logs, injury claims, situation status reports, etc. Thorough documentation is critical to post-incident analysis. Some of these documents may originate in other sections. This unit shall ensure each section is maintaining and providing appropriate documents. Incident files will be stored for legal, analytical, and historical purposes. The Documentation Unit also provides duplication and copying services.

Responsibility	Completed
1. Review Unit Leader responsibilities.	
2. Obtain briefing and special instructions from Planning Section Chief.	
3. Participate in Planning Meetings as required.	
4. Establish and organize incident files.	
5. Establish duplication service and respond to requests.	
6. File copies of all official forms and reports.	
7. Check on accuracy and completeness of records submitted for files and correct errors or omissions by contacting appropriate ICS units.	
8. Provide incident documentation to appropriate requesters.	

Section 415: Demobilization Unit Leader Responsibilities

The Demobilization Unit Leader is responsible for developing the Incident Demobilization Plan, and assisting Sections/Units in ensuring that an orderly, safe, and cost effective demobilization of personnel and equipment is accomplished from the incident.

Responsibility	Completed
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1. Review Unit Leader Responsibilities.	
2. Obtain briefing and special instructions from Planning Section Chief.	
3. Develop Demobilization Plan.	
4. Review incident resource records to determine probable size of demobilization effort.	
5. Participate in planning meetings as required.	
6. Prepare and obtain approval of Demobilization Plan including required decontamination.	
7. Distribute Demobilization Plan to each processing point.	
8. Ensure that all Sections/Units understand their responsibilities within the Demobilization Plan.	
9. Monitor implementation and assist in the coordination of the Demobilization Plan.	
10. Brief Planning Section Chief on progress of demobilization.	
11. Provide status reports to appropriate requesters.	

Section 416: Technical Specialists

Technical Specialists are advisors with special skills needed to support the incident. Technical Specialists may be assigned anywhere in the ICS organization. If necessary, Technical Specialists may be formed into a separate unit. The Planning Section will maintain a list of available specialists and will assign them where needed. The following are example position descriptions for Technical Specialists that might be utilized during and oil spill response.

- ◆ Trajectory Analysis Specialist.
- ◆ Geographic Information System Specialist.
- ◆ Resources at Risk Technical Specialist.

Section 420: Geographic Boundaries

Section 420.1: Captain of the Port New Orleans Zone

The New Orleans Captain of the Port (COTP) zone starts at 28-50' N. latitude, 88- W. longitude; northerly to 29-10' N. latitude; thence northwesterly to the Mississippi coast at 89-10' W.; thence north to the northern Harrison County boundary; thence northerly along the western county boundaries of Stone, Forrest, Jones, Jasper, Newton, Neshoba, Winston, Choctaw, and Webster counties to the 8th district line thence west to the Texas-Louisiana border to the northern Desoto Parish boundary; thence easterly along the northern and eastern parish boundaries of Desoto, Sabine, Vernon, and Allen Parishes; thence east along the northern parish boundaries of Acadia, Lafayette, St. Martin, Iberia, Assumption, and Lafourche parishes to 29-18' N., 90-00' W. thence southeast to 28-50' N., 89-27'06" W., thence east to 88-W. longitude.

Section 421: Coastal Zone

Within the COTP zone the coastal zone extends seaward from a line commencing at the intersection of U.S. Highway 90 and the western boundary of Harrison County, Mississippi, westerly along U.S.

90 to the Louisiana state line. From the Louisiana state line, continuing along U.S. 90 southwesterly to the intersection with I-510, the south along I-510 and S.R. 47 to the levee on the Left Descending Bank (LDB) of the Mississippi River. Continuing up river on the LDB to the U.S. 90 highway bridge and across the U.S. 90 bridge to the levee on the Right Descending Bank (RDB), then up river to the Harvey Locks on the Gulf Intracoastal Waterway (GIWW). Continuing South and Westerly along the GIWW to the western boundary of Jefferson Parish. The coastal zone also includes the Mississippi River, commencing from mile 507.0 south to the coastal boundary at New Orleans (down river of which will be considered USCG jurisdiction entirely), encompassing the area between the levee on the right and left descending banks. Also included are Lake Pontchartrain and the Atchafalaya River from the Texas and Pacific Railroad Bridge at Melville, Louisiana, south to the intersection of boundaries with Captain of the Port Zone Morgan City. In all other portions of the inland area of the COTP New Orleans zone, the EPA serves as FOSC (EPA Region VI in LA and Region IV in MISS.).

Section 430: Area Assessments

The New Orleans zone contains a vast array of marine activities. Along with being one of the largest ports in the United States for marine traffic and vessel construction, COTP New Orleans witnesses the largest percentage of marine pollution incidents. The diversity of the terrain, from the man-made canals and locks to the sensitive wetlands and wildlife breeding grounds, keeps state and federal agencies working to develop tactics to mitigate the potential irrevocable damage to their natural resources. Area assessments are partitioned by transportation patterns, facilities, local geography, human use areas, and wildlife and fisheries areas.

Over 66,000,000 tons of petroleum products, and over 5,000,000 tons of hazardous chemicals are transported by waterways throughout the COTP New Orleans zone each year. COTP New Orleans receives over 1,700 oil and hazardous substance spill reports for the National Response Center (NRC) annually. Of these, approximately 50% are less than 1 gallon. Less than 5% of these spills were over 1,000 gallons. The below products are routinely transported via waterways in this zone:

Crude Petroleum	Benzene & Toluene
Gasoline	Alcohols
Kerosene	Nitrogenous fertilizer
Distillate fuel oil	Hosphatic fertilizer
Residual fuel oil	Potassic fertilizer
Lube oil & greases	Sulphuric acid
Petro, jelly & waxes	Sulphur (liquid)
Naptha & solvents	Ammonia
Asphalt, tar & pitch	Sodium hydroxide
Petroleum coke	Radioactive material
Liquid natural gas	Pigments & paints
Acyclic hydrocarbons	Pesticides

Section 431: Oil and Hazardous Substance Waterway Transportation Pattern

Primary waterway transportation of oil and HAZMAT is on the Mississippi River. There are seven major waterway transportation routes in the COTP New Orleans zone.

Lower Mississippi River.

The New Orleans zone contains the Lower Mississippi River (LMR) from mile 0 above head of passes (AHOP) at the approximate junction of Southwest Pass, South Pass, and Pass a Loutre, to mile 504 AHOP. Additionally, the aforementioned delta passes extending from the LMR to the Gulf are also encompassed in this zone. Vessels over 100,000 gross tons may transit the LMR with a draft up to 46 feet. Vessels under 100,000 gross tons may transit the LMR with a draft up to 45 feet. The large vessels primarily use Southwest Pass to reach the LMR, while smaller vessels may be able to transit any of the three.

Mississippi River Gulf Outlet (MRGO)

The MRGO is a man-made outlet extending for 60 miles from the Gulf of Mexico northward to the Inner Harbor Navigation Canal. Container vessels frequently use this route as it leads to several large container facilities on the canal. Due to the size of the Inner Lock Harbor Navigational Canal connecting the canal and the Mississippi River, vessels over 600 feet long, 32 feet wide, or have a draft exceeding 28 feet must enter and exit by way of the MRGO when conducting operations in this area.

Gulf Intracoastal Waterway East (ICWE).

The ICWE starts at the Harvey Canal Locks, at approximately mile 98, LMR, AHOP, and goes southbound along the LMR to the Inner Harbor Navigation Canal Locks. It then goes through the locks and along the canal until it branches eastward along the coast of Mississippi towards Florida. COTP New Orleans zone extends to mile 70 east of the Harvey Canal Locks. Towing and fishing vessels make up the majority of the traffic transiting this area. A few restrictions exist for these vessels. In order to transit through the locks, towboats and their tows cannot be more than 625 feet long or 73 feet wide, and to transit in the waterway, tows cannot be greater than 78 feet wide or longer than 1,180 feet from mile 6.2 to mile 33.6 east of the Harvey Canal Locks without a special permit from COTP New Orleans.

Gulf Intracoastal Waterway West (ICWW).

The ICWW starts at the Harvey Canal Locks, at approximately mile 98, LMR, AHOP, and goes southbound towards Houma, Louisiana. COTP New Orleans zone extends to mile 20 west of the Harvey Canal Locks. Towing and fishing vessels make up the majority of the traffic transiting this area. A few restrictions exist for these vessels. In order to transit through the locks, vessels cannot be more than 420 feet long or 75 feet wide, and to transit in the waterway, tows cannot be greater than 55 feet wide or longer than 750 feet from mile 6.2 east of the Harvey Canal Locks westward to the boundary with COTP Morgan City zone without a special permit from COTP New Orleans.

Intracoastal Waterway Morgan City-Port Allen Alternate Route.

This route runs from Port Allen, Louisiana south to Morgan City, Louisiana where it connects with the Intracoastal Waterway West. COTP New Orleans zone extends north from mile 30 at the Iberville Parish and Assumption Parish line to Port Allen, where it connects with the LMR through the Port Allen Locks.

Atchafalaya River.

The Atchafalaya River, running nearly parallel and west of the LMR, connects the Gulf of Mexico to the LMR at mile 104 via the Lower Old River, and also leads directly to the base of the Red River.

COTP New Orleans area of responsibility is from mile 0 to mile 30 on both banks of the river, and then from mile 30 to mile 68 on the left descending bank (LDB). COTP Morgan City has jurisdiction from mile 30 to mile 68 on the right descending bank and then on both banks to mile 160 in the Gulf. Because COTP boundaries follow parish lines, there are several areas where the areas of responsibility switch. Referencing a map will help determine the proper COTP. Numerous bulk fuel transfer facilities and designated waterfront facilities are located between miles 114 and 122, in COTP Morgan City's zone. Primarily barge traffic transits the Atchafalaya River through Krotz Springs and Simmesport, where the river ends, turning east to the LMR. The river also connects with the LMR via the Morgan City-Port Allen Route through the Port Allen Locks.

Lake Ponchartrain.

Lake Ponchartrain, the largest lake in Louisiana, lies north of New Orleans and is connected to the Gulf of Mexico through the Rigolets Pass and Lake Borgne. The lake is not heavily trafficked by commercial vessels due to its shallow waters; however, recreational boaters and fishing vessels inundate the lake throughout the year. Additionally, with the active oil platforms on the lake, there is some towing of tank barges from the lake to adjoining waters. Pollution of the lake is a problem, not only from the boaters and oil rigs, but from the sewage drains throughout the surrounding communities that discharge into the lake.

Section 432: Non-Water Transportation Routes

Railroad.

Southern Pacific Railroad and Kansas City Southern Railroad Lines operate railway lines within the COTP New Orleans zone. Generally, these routes are east to west across the center of Louisiana. Large quantities of hazardous chemicals are regularly transported by rail. The majority of railway routes are north of the Gulf Intracoastal Waterway (ICW), which by the EPA and USCG Memorandum of Understanding is under the EPA jurisdiction for pollution response. However, there are hundreds of bridge crossings over navigable waters, causing concern that a rail accident could release hazardous chemicals or petroleum products into the water or sensitive ecological areas.

Truck.

It is estimated by the State of Louisiana that 15% of all truck traffic on Louisiana highways is engaged in the transportation of hazardous materials. Significant volumes of refined petroleum products are also transported by this mode. A major concern is the poor condition of many of the state highways. Additionally, many secondary highway routes through the parishes are narrow and of substandard construction. These conditions increase the likelihood of a highway accident which could spill petroleum products or release hazardous materials into navigable waters or sensitive environmental areas.

Section 433: Transfer, Storage, and Processing Facilities

This area is one of the most heavily industrialized regions of the United States, with numerous petroleum and chemical storage and manufacturing facilities located on the waterways. There are approximately 290 designated waterfront facilities in the New Orleans zone. Of the 290 facilities, 205 are bulk oil/hazardous material transfer facilities. These facilities transfer petroleum products and/or hazardous materials to or from vessels with a capacity of 250 or more barrels.

Section 434: Local Geography

Section 434.1 Coastal Geography

The coastal areas of the COTP New Orleans zone in Louisiana and Mississippi consist primarily of the Mississippi River Delta Plain. Louisiana's coastal regions contain 40% of our nation's coastal wetlands, the most sensitive environment to the impact of oil spills and the effects of cleanup operations. The geology of the coast controls cleanup accessibility, habitat cleanup durability, and environmental sensitivity. Coastal waters exhibit a fresh water/salt water interface. This area varies according to tides, water temperature, and seasonal flooding. The coasts of Louisiana and Mississippi within the COTP New Orleans zone are comprised almost entirely of wetlands, making the coastal areas extremely sensitive to oil pollution.

Section 434.2: Shoreline Types, Sensitivity, Cleanup Considerations

There are a total of 12 shoreline type classifications in the COTP New Orleans zone. The sensitivity of a particular coastal environment to oil spill damage is a function of shoreline geology and ecology. These are the same factors that control the selection of an appropriate cleanup method(s). In terms of the geology, the important variables are sediment type, landform morphology, and exposure to waves and currents. In terms of the ecology, the important variables are biomass, species types, species diversity, and species abundance. The below paragraphs describe coastal types. Charts have been reproduced to show general locations of each coastal type.

Section 434.2.1: Major Coastal Structures

The coastal structure classification describes the variety of man-made hard structures that can be found on the shoreline. This classification includes seawalls, jetties, breakwaters, groins, piers, port facilities, pipelines, and oil and gas facilities. The typical construction material and texture include rock, steel, wood, and concrete.

- ◆ **Seawalls:** Seawalls are coastal protection structures built parallel to shore and constructed of rock or concrete rip rap, concrete textiles, wood or concrete wall, or just debris and junk such as old cars.
- ◆ **Jetties:** Jetties are shore-normal navigation structures typically built of rock rip rap.
- ◆ **Breakwaters:** Breakwaters are shore-parallel, segmented seawalls that are placed in the surf zone to retard coastal erosion. Breakwaters are built of rock rip rap and wood.
- ◆ **Groins:** Groins are short, shore-normal coastal structures that extend from the shoreline into the surf zone in order to trap sediment and slow coastal erosion. The typical construction material is wood.
- ◆ **Piers:** Piers describe shore-normal and shore-parallel structures that provide a working platform extending from the shore. The typical construction technique is wood or concrete pilings supporting a deck.
- ◆ **Port Facility:** Port facility is used to describe major developed waterfronts built of seawalls, piers, and other coastal structure types. The primary construction materials include steel, rock, wood, and concrete.
- ◆ **Pipelines:** Numerous pipelines make landfall and associated with them are typically a small timber or rock seawall protecting the dredging access area.

- ◆ **Oil and Gas Facilities:** Oil and gas facilities occur throughout the area and consist of platforms, tank farms, production plants and more. Primary construction materials are steel, concrete wood, and rock.

Distribution of Coastal Structures

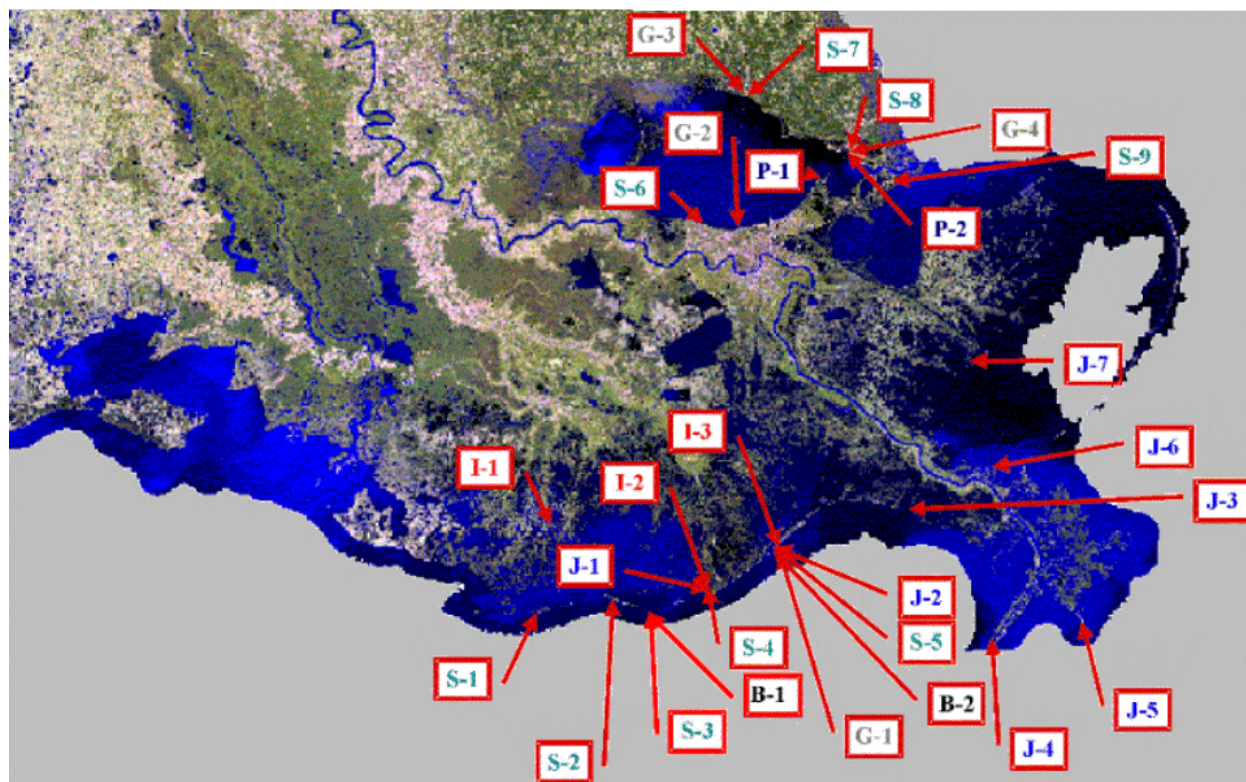
Figure 400.1 illustrates the distribution of coastal structures in the Mississippi River delta plain in Louisiana. Refer to this diagram to locate the following:

- ◆ **Delta Plain:** On the delta plain, nine major seawall systems can be found at Wine Island shoal Timbalier Island, East Timbalier Island, Fourchon, Grand Isle, New Orleans, Mandeville seawall, Slidell, and the Highway 90 railroad (S-9).
- ◆ **Belle Pass:** Seven major jetty systems can be found at Belle Pass (J-1), Barataria Pass (J-2), Empire (J-3), Southwest Pass (J-4), South Pass (J-5), Baptiste Collette (J-6), and Mississippi River Gulf Outlet (J-7).
- ◆ **Breakwaters:** Two breakwater systems are located at East Timbalier Island and Grand Isle.
- ◆ **Groin Systems:** Groin systems are located at Grand Isle (G-1), New Orleans (G-2), Mandeville (G-3), and Slidell (G-4).
- ◆ **Residential Areas:** Along the shoreline of Lake Pontchartrain, two major groups of residential and recreational piers are found at New Orleans (P-1), and Slidell (P-2).
- ◆ **Industry:** Located directly on the delta plain coast are three industrial waterfronts at Cocodrie (I-1), Fourchon (I-2), and Grand Isle (I-3).

Environmental Concerns

- ◆ **Sensitivity:** The environmental sensitivity of coastal structures is low because of the limited habitat these features create and the amount of animal and plant colonization they attract.
- ◆ **Oil Behavior:** Oil typically coats these structures with little penetration and minimal impact on the sparse plant and animal life associated.
- ◆ **Cleanup:** Oil penetration is limited to surface roughness features and cracks. Some of the major cleanup concerns are logistics and the recovery of treated oil. This environment typically can handle the use of intrusive cleanup techniques such as low and high pressure wash.

Figure 400.1: Major Coastal Structures General Locations



S-1 Wine Island Shoal, LA seawall	J-6 Baptiste Collette, LA jetties
S-2 Timbalier Island, LA seawall	J-7 Mississippi River Gulf Outlet, LA jetties
S-3 E. Timbalier Island, LA seawall	B-1 E. Timbalier Island, LA breakwater
S-4 Fourche, LA seawall	B-2 Grand Isle, LA breakwater
S-5 Grand Isle, LA seawall	G-1 Grand Isle, LA groins
S-6 New Orleans, LA seawalls	G-2 New Orleans, LA groins
S-7 Mandeville, LA seawall	G-3 Mandeville, LA groin
S-8 Slidell, LA seawalls	G-4 Slidell, LA groins
S-9 Railroad seawall	P-1 New Orleans, LA piers
J-1 Bell Pass, LA jetties	P-2 Slidell, LA piers
J-2 Barataria Pass, LA jetty	I-1 Cocodrie, LA waterfront
J-3 Empire, LA jetties	I-2 Fourchon, LA waterfront
J-4 Southwest Pass, LA jetties	I-3 Grande Isle, LA waterfront
J-5 South Pass, LA jetties	

THE DISTRIBUTION OF THE MAJOR COASTAL STRUCTURES IN THE DELTA PLAIN OF LOUISIANA:
S - SEAWALLS, J - JETTIES, B - BREAKWATERS, G - GROINS, P - PIERS, AND I - INDUSTRIAL PORT FACILITIES.

Section 434.2.2: Bluffs

Classification:

The bluff classification is used to describe a shoreline backed by an eroding bluff and fronted by a narrow sand beach. The bluff erodes by slope failure and wave undercutting. Narrow beaches are a mixture of fine and coarse sand as well as organic debris. In many cases, the slope failure process deposits trees, shrubs, scrubs, and man-made features such as roads and homes onto the shoreline. The fringing beaches tend to be moderately sloping with a distinct storm berm and multiple near-shore bars on a shallow platform.

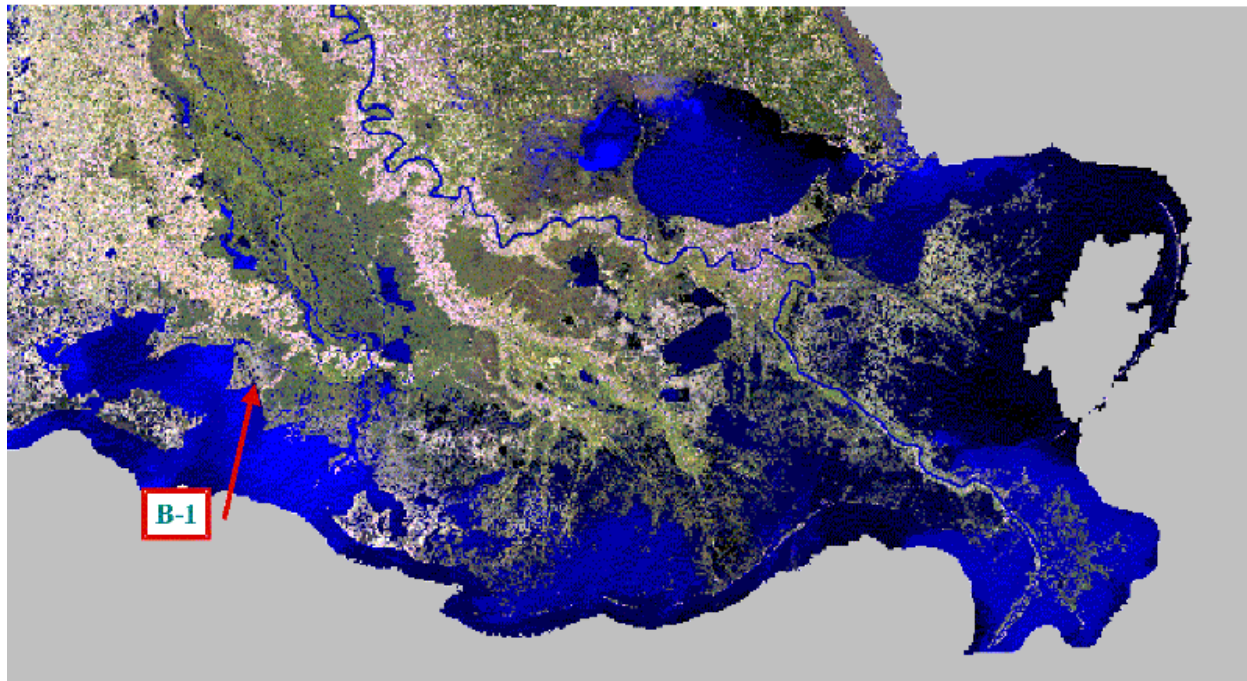
Distribution:

Figure 400.2 illustrates the distribution of bluff shoreline in coastal Louisiana. One major bluff shoreline can be found in coastal Louisiana at Cote Blanche Island in West Cote Blanche Bay.

Environmental Concerns:

- ◆ **Sensitivity:** The environmental sensitivity of this shoreline type is low due to limited plant and animal colonization.
- ◆ **Oil Behavior:** Oil typically stains the sediments and the near-shore debris with low permeability.
- ◆ **Cleanup:** The sediment penetration potential is low due to a high water table. Some of the cleanup concerns center on poor access and transitability.

Figure 400.2: Bluffs General Location



B-1 Belle Isle Salt Dome, LA

THE DISTRIBUTION OF BLUFF SHORELINES IN THE NORTHERN GULF OF MEXICO: B – BLUFF

Section 434.2.3: Fine Sand Beaches

Classification

The fine sand beach classification describes beaches with low slopes and a grain size of 0.0625 to 0.200 mm. These beaches can be natural or man-made. Generally, there is always a low percentage of shells and shell hash. Typical beach widths are 20 - 100 m.

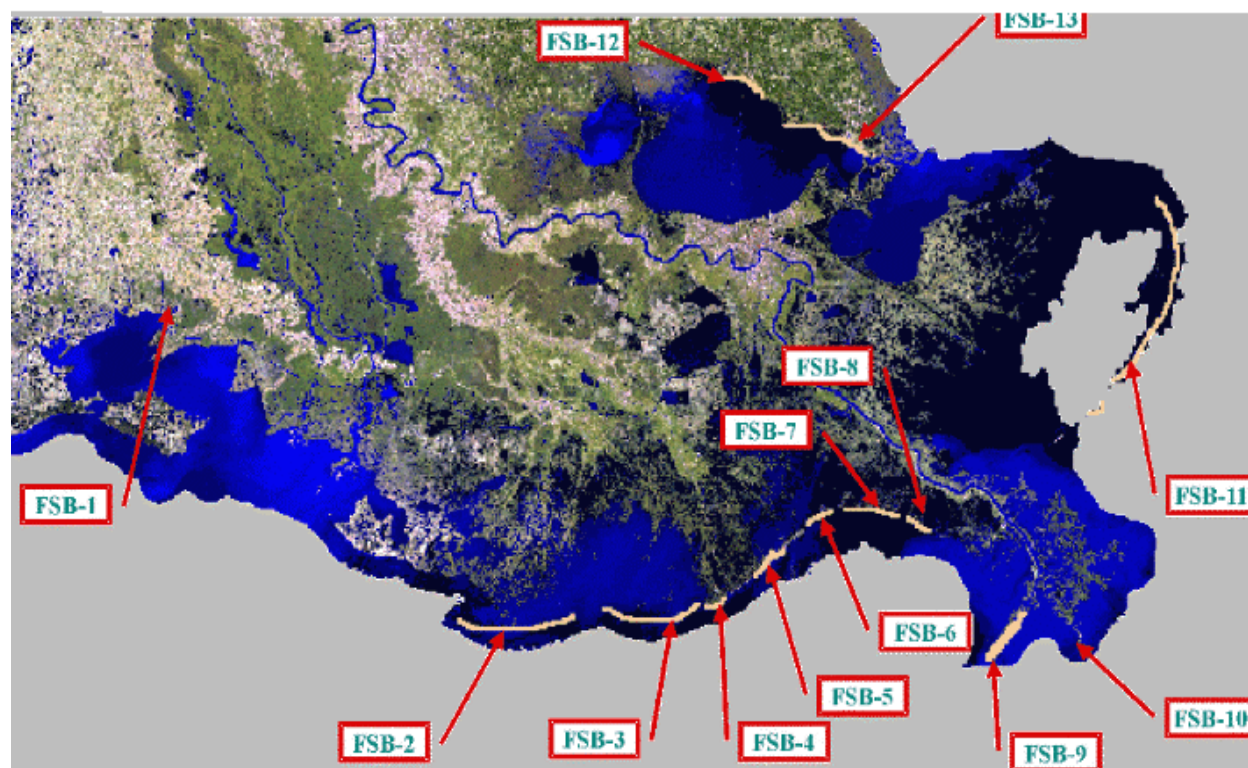
Distribution

On the delta plain, a total of 13 fine sand beaches are found at Cypremort State Park, LA (FSB-1), Isles Dernieres, LA (FSB-2), Timbalier Islands, LA (FSB-3), Fourchon, LA (FSB-4), Grand Isle, LA (FSB-5), Grand Terre, LA (FSB-6), Bay La Mar, LA (FSB-7), Pelican Island, LA (FSB-8), Southwest Pass, LA (FSB-9), South Pass, LA (FSB-10), Chandeleur Islands, LA (FSB-11), Mandeville, LA (FSB-12), and Slidell, LA (FSB-13) Figure 400.3 illustrates fine sand beaches.

Environmental Concerns

- ◆ **Sensitivity:** Fine sand beaches have a low sensitivity to oil spill impacts and cleanup methods..
- ◆ **Oil Behavior:** Oil typically stains and covers the beach sands with low permeability.
- ◆ **Cleanup:** The penetration is low to moderate depending on the water table and the position of the oiling on the shoreline. A major environmental concern during beach cleanup is the protection of the dune habitat from the cleanup operations. Fine sand beaches typically have poor access, but good transitability. Fine sand beaches are relatively easier to clean in contrast to marshes. Large volumes of stained sand and debris can be generated by beach cleanup.

Figure 400.3: Fine Sand Beaches General Locations



FSB-1	Cypremort State Park, LA	FSB-8	Pelican Island, LA
FSB-2	Isles Dernieres, LA	FSB-9	Southwest Pass, LA
FSB-3	Timbalier Islands, LA	FSB-10	South Pass, LA
FSB-4	Fourchon, LA	FSB-11	Chandeleur Island, LA
FSB-5	Grand Isle, LA	FSB-12	Mandeville, LA
FSB-6	Grand Terre, LA	FSB-13	Slidell, LA
FSB-7	Bay La Mer, LA		

THE DISTRIBUTION OF FINE SAND BEACHES ALONG THE DELTA PLAIN: FSB – FINE SAND BEACHES

Section 434.2.4: Coarse Sand Beaches

Classification

The coarse sand beach classification describes beaches with moderate slopes and grain of 0.2 - 0.4 mm. These beaches can be natural or man-made. Generally, there is a low percentage of shells and shell hash. Typical beach widths are 10-50 m. There are no true coarse sand beaches in Louisiana due to the character of the sediment load in the Mississippi River. The coarse sand shoreline type is included here, for completeness because the 12 shoreline types apply to the northern Gulf of Mexico coast.

Distribution

A total of 6 major coarse sand beaches can be found on the MS/AL/FL coastal plain, these include the MS/AL barrier islands, Mobile Bay, AL, Morgan Peninsula, AL, Perdido Key, AL, and Santa Rosa Island, FL.

Environmental Concerns

- ◆ **Sensitivity:** The environmental sensitivity of coarse sand beaches is low due to the limited animal and vegetation population.
- ◆ **Oil Behavior:** Spilled oil typically stains and coats coarse grain beach sands with moderate to high permeability.
- ◆ **Cleanup:** Sediment penetration on coarse grain beaches is moderate/high depending on the water table and the location of oil deposition. A major environmental concern is the protection of the dune habitat from cleanup operations. The transitivity of this shoreline type is less than fine sand beaches because the bearing strength is lower and this type of sand builds steep beach faces. Access is typically poor.

Section 434.2.5: Shell Beaches

Classification

The shell beach classification is used to describe shoreline types comprised almost entirely of shell. The shell material may be in the form of shell hash or whole shells. The sources for the shells include the near-shore zone or back barrier areas. The major shell shorelines are found on the Mississippi River chenier and delta plains. Typically in Louisiana, shell beaches form where coastal erosion is reworking former back barrier environments containing rangia and oyster reefs. Shell beaches form extremely steep beach faces because of the coarse shell fragments and whole shells making up the shoreline.

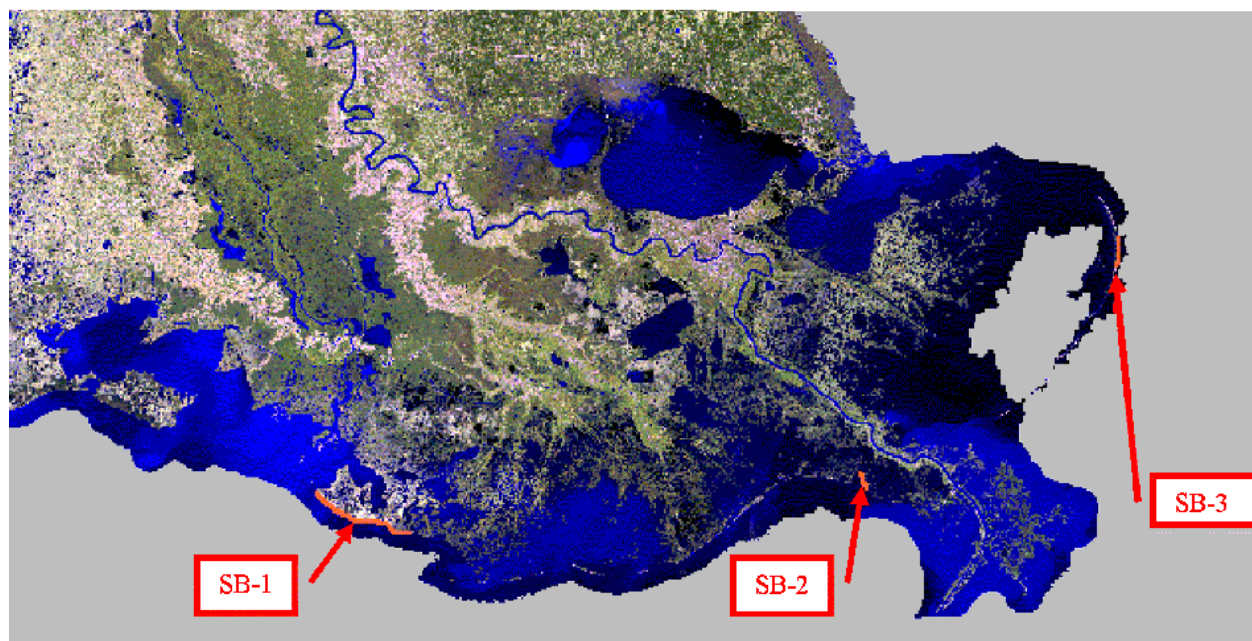
Distribution

Figure 400.5 illustrates the distribution of shell beaches on the delta plain. The major shell beaches on the delta plain are found at Point Au Fer, LA (SB-1), Shell Island, LA (SB-2), and Monkey Bayou, LA (SB-3).

Environmental Concerns

- ◆ **Sensitivity:** The environmental sensitivity of shell beaches is moderate due to the use of this shoreline by estuarine organisms and extensive wash over terrace development.
- ◆ **Oil Behavior:** Oil typically stains and coats the shell hash and whole shells comprising the beach with high sediment penetration.
- ◆ **Cleanup:** The oil penetration is high due to the porous beach character created by the shell material. This beach type quickly turns into an asphalt pavement under heavy oiling conditions. Shell beaches have poor transitability due to the low bearing strength and steep beach face. Shell beaches usually have poor access in Louisiana.

Figure 400.5 - Shell Beaches General Locations



SB-1 Point au Fer, LA	SB-3 Monkey Bayou, LA
SB-2 Shell Island, LA	

THE DISTRIBUTION OF SHELL BEACHES ALONG THE DELTA PLAIN: SB – SHELL BEACHES

Section 434.2.6: Perched Sand Beaches

Classification

The perched sand beach classification is used to describe a shoreline type where a thin sand beach (fine or coarse) overlies a fresh marsh or salt marsh with an eroded marsh platform outcropping in the surf zone. This shoreline type is common in the Mississippi River chenier and delta plains. Perched sand beaches can occur as a continuous straight shoreline or as a series of contiguous pocket beaches. Organic and shell debris is common to this shoreline type. Where the marsh platform outcrops on the shoreline, it can become re-vegetated by marsh grass. Perched sand beaches are erosional. It is the erosion of a marsh shoreline that produces a thin low prism of sand that overlies the eroded marsh outcrop.

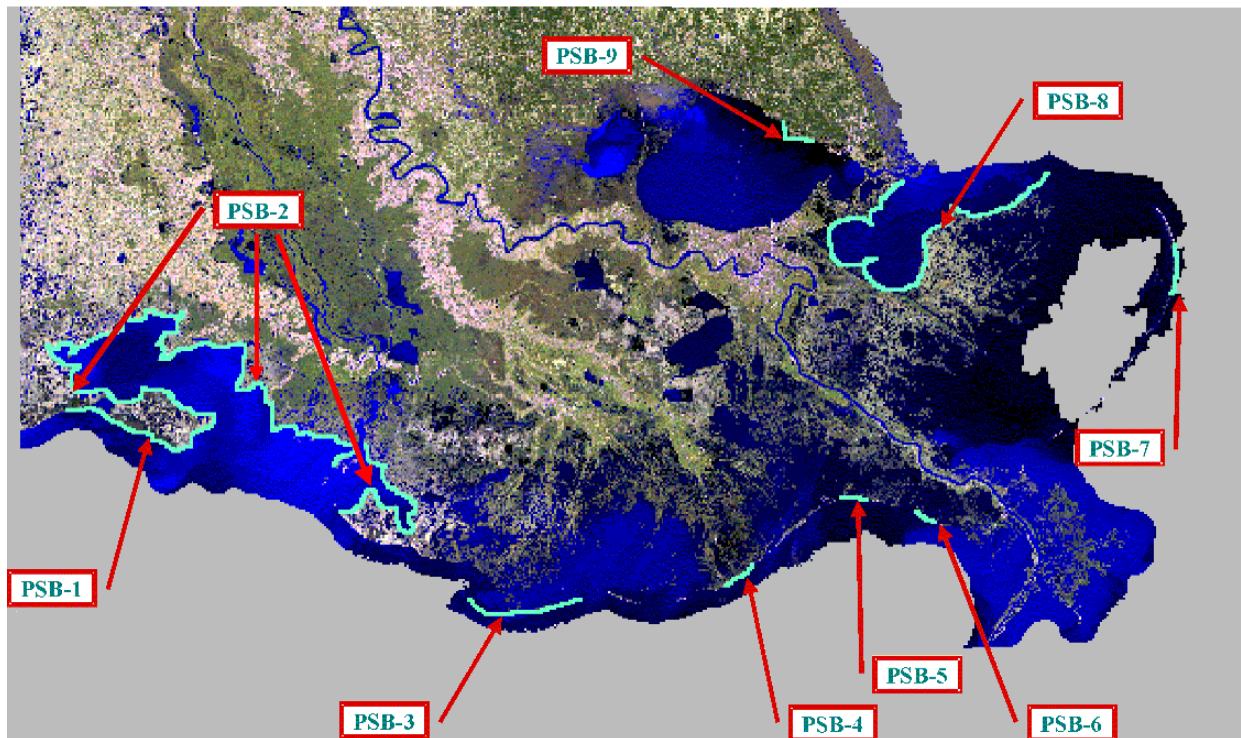
Distribution

A total of 9 major perched beach systems can be found along the delta plain as illustrated in Figure 400.6. The major perched sand shorelines include Marsh Island, Teche basin, LA, Isles Dernieres, LA, Fourchon, LA, Cheniere Ronquille, LA, Sandy Point, LA, Monkey Bayou, LA, Lake Borgne, LA, and Lacombe Bayou, LA.

Environmental Concerns

- ◆ **Sensitivity:** The environmental sensitivity of perched sand beaches is moderate due to the presence of wetland habitat.
- ◆ **Oil Behavior:** Oil typically coats and covers sediment and vegetation with low to moderate sediment penetration.
- ◆ **Cleanup:** The sediment penetration potential is low/moderate depending on the water table level and sediment thickness. A major environmental concern is the cleanup of wetland habitat associated with perched sand beaches. This shoreline type is characterized by poor transitivity and access.

Figure 400.6 - Perched Sand Beaches General Locations



PSB-1 Marsh Island, LA	PSB-6 Sandy Point, LA
PSB-2 Teche Basin, LA	PSB-7 Monkey Bayou, LA
PSB-3 Isles Dernieres, LA	PSB-8 Lake Borgne, LA
PSB-4 Fourchon, LA	PSB-9 Lacombe Bayou, LA
PSB-5 Cheniere Ronquille, LA	

THE DISTRIBUTION OF PERCHED SAND BEACHES ALONG THE DELTA PLAIN: PSB – PERCHED SAND BEACHES

Section 434.2.7: Perched Shell Beaches

Classification

The perched shell beach classification as used to describe a shoreline type where a thin shell beach overlies a fresh or salt marsh with an eroded marsh platform outcropping in the surf zone. This shoreline type is common in the Mississippi River chenier and delta plains. Perched shell beaches can occur as a continuous straight shoreline or as a series of contiguous pocket beaches. Organic debris is common to this shoreline type. Where the marsh platform outcrops on the shoreline, it can become re-vegetated by marsh grass. Shell beaches are erosional. It is the erosion of a marsh shoreline that produces a thin prism of shell material that overlies the eroded marsh outcrop.

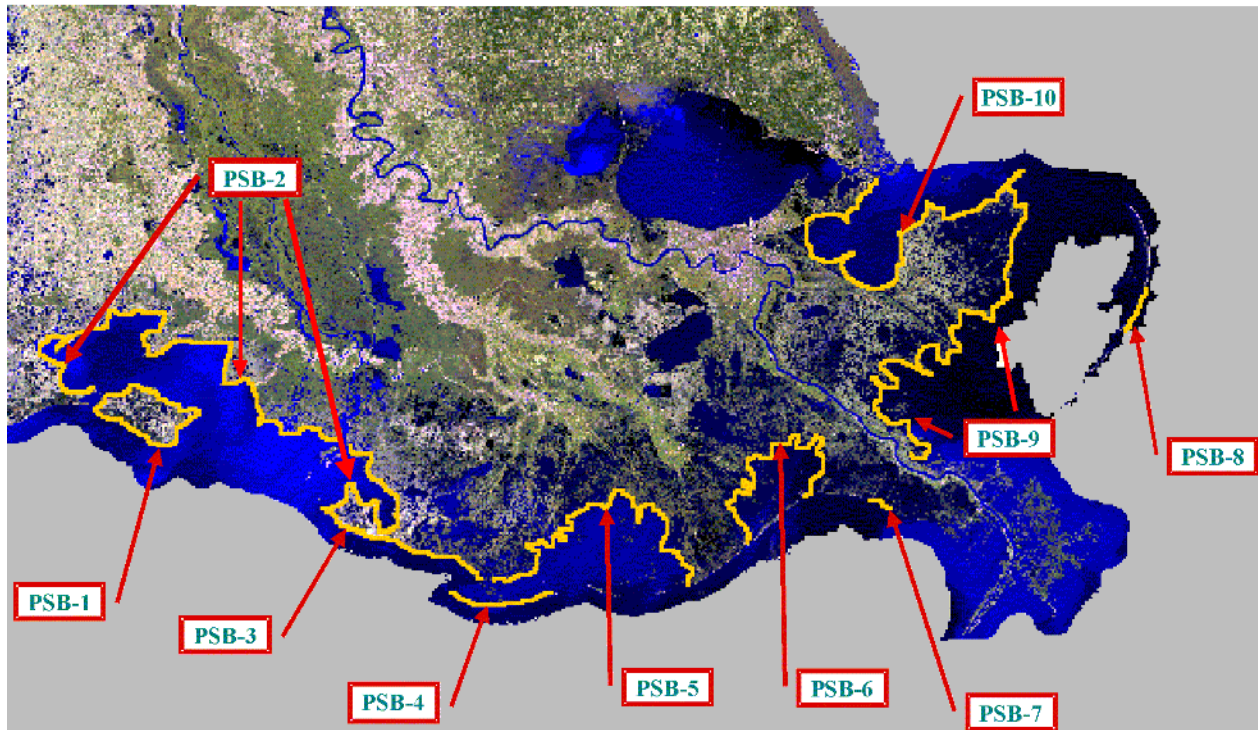
Distribution

Figure 400.7 shows the distribution of perched shell beaches in the delta plain. A total of 10 perched shell beach systems can be found on the delta plains at Marsh Island, LA (PSB-1), Teche basin, LA (PSB-2), Cailou Bay, LA (PSB-3), Isles Dernieres, LA (PSB-4), Terrebonne Bay, LA (PSB-5), Barataria Bay, LA (PSB-6), Shell Island, LA (PSB-7), Monkey Bayou, LA (PSB-8), St. Bernard, LA (PSB-9), and Lake Borgne, LA (PSB-10).

Environmental Concerns

- ◆ **Sensitivity:** The environmental sensitivity of perched shell beaches is moderate due to the presence of wetland habitat
- ◆ **Oil Behavior:** Oil typically coats and covers sediment and vegetation with high sediment penetration.
- ◆ **Cleanup:** The sediment penetration potential is moderate/high depending on the water table level and sediment thickness. A major environmental concern is the cleanup of wetland habitat associated with perched shell beaches. This shoreline type is characterized by poor transitivity and access.

Figure 400.7: Perched Shell Beaches General Locations



PSB-1 Marsh Island, LA	PSB-6 Barataria Bay, LA
PSB-2 Teche Basin, LA	PSB-7 Shell Island, LA
PSB-3 Caillou Bay, LA	PSB-8 Monkey Bayou, LA
PSB-4 Isle Dernieres, LA	PSB-9 St. Bernard, LA
PSB-5 Terrebonne Bay, LA	PSB-10 Lake Borgne, LA

THE DISTRIBUTION OF PERCHED SHELL BEACHES ALONG THE DELTA PLAIN: PSB – PERCHED SHELL BEACHES

Section 434.2.8: Sandy Tidal Flats

Classification

The sandy tidal flat classification is used to describe shoreline types comprised of broad intertidal areas consisting of fine and coarse grain sand and minor amounts of shell hash. The mean grain-size ranges between 0.0625 mm and 0.4 mm. Sandy tidal flats are typically found in association with barrier island and tidal inlet systems. Sandy tidal flats are submerged during each tidal cycle. At low-tide, a typical sandy tidal flat may be 100-200 m wide. The most common sandy tidal flat occurrences are associated with flood-tidal deltas, recurved spits, and backbarrier areas. Salt marsh vegetation often develops along the upper intertidal areas of sand flats. Due to the low tidal flat gradient, slight changes in water levels can produce significant shoreline changes. Low water levels can expose extensive tidal flat areas to oiling.

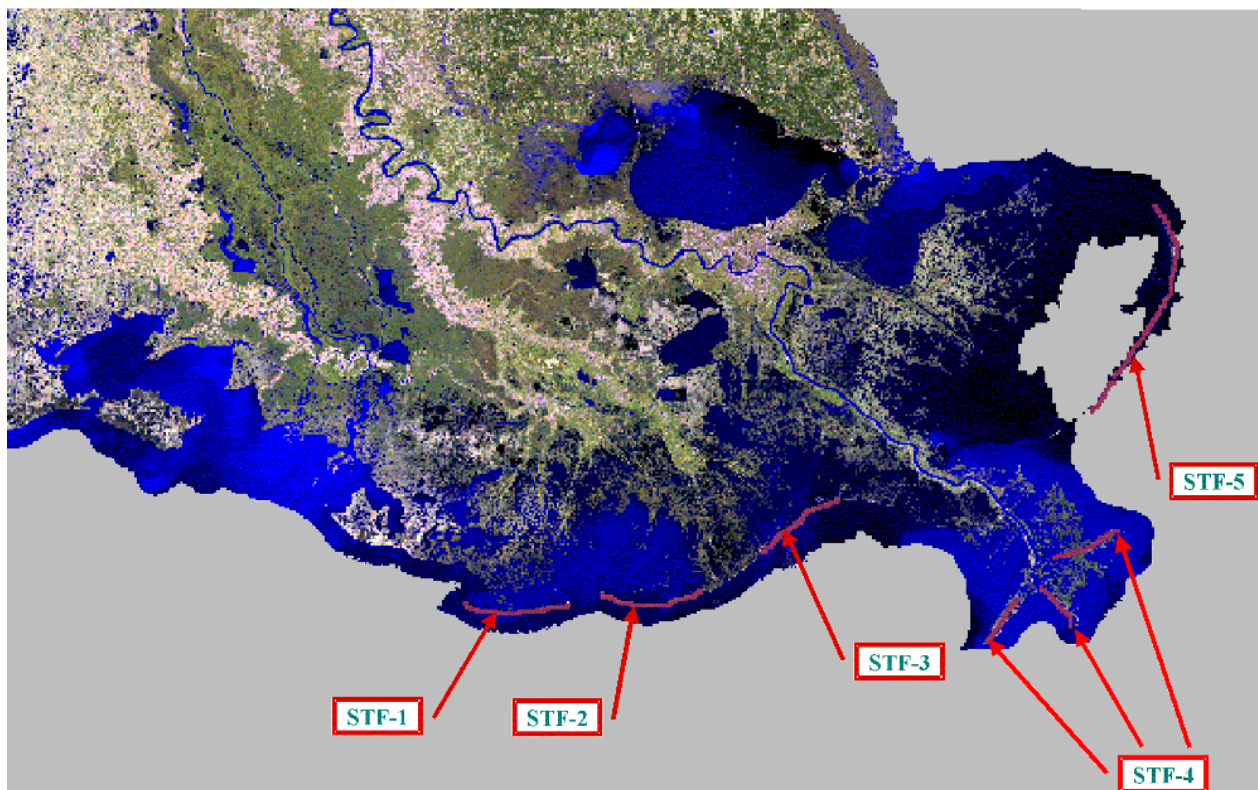
Distribution.

Figure 400.8 shows the distribution of sandy tidal flats in the delta plain. The major tidal flats are found at the Isles Dernieres, LA, Timbalier Islands, LA, Barataria Bay, LA, Southwest Pass, LA, South Pass, and Chandeleur Islands.

Environmental Concerns

- ◆ **Sensitivity:** The environmental sensitivity of sandy tidal flats is moderate due to the presence of wetland habitat.
- ◆ **Oil Behavior:** Oil typically stains and covers sediment and vegetation with low to moderate sediment penetration.
- ◆ **Cleanup:** The oil penetration potential is low/moderate depending on the water level and the location of oil deposition. The transitivity of sandy tidal flats is moderate/good depending on substrate character. Major environmental concerns related to cleanup include the protection and cleanup of wetland habitat and further subsurface contamination due to trampling and equipment movement. Tidal flat access in Louisiana is typically poor.

Figure 400.8: Sandy Tidal Flats General Locations



STF-1	Isles Dernieres, LA
STF-2	Timbalier Island, LA
STF-3	Barataria Bay, LA
STF-4	Mississippi River Mouths, LA
STF-5	Chandeleur Islands, LA

THE DISTRIBUTION OF SANDY TIDAL FLATS ALONG THE DELTA PLAIN: STF- SANDY TIDAL FLATS

Section 434.2.9: Muddy Tidal Flats

Classification

The muddy tidal flat classification is used to describe shoreline types comprised of broad intertidal areas consisting of mud and minor amounts of shell hash. The grain size is finer than 0.0625 mm. Muddy tidal flats are typically found in association with prograding river mouths. Muddy tidal flats are soft, dynamic shorelines rich in newly developing habitat. Mudflats located at prograding river mouths are vegetated by willow tree and sugar cane swamps. Prograding mudflats on the coast are vegetated by lush growths of salt marsh.

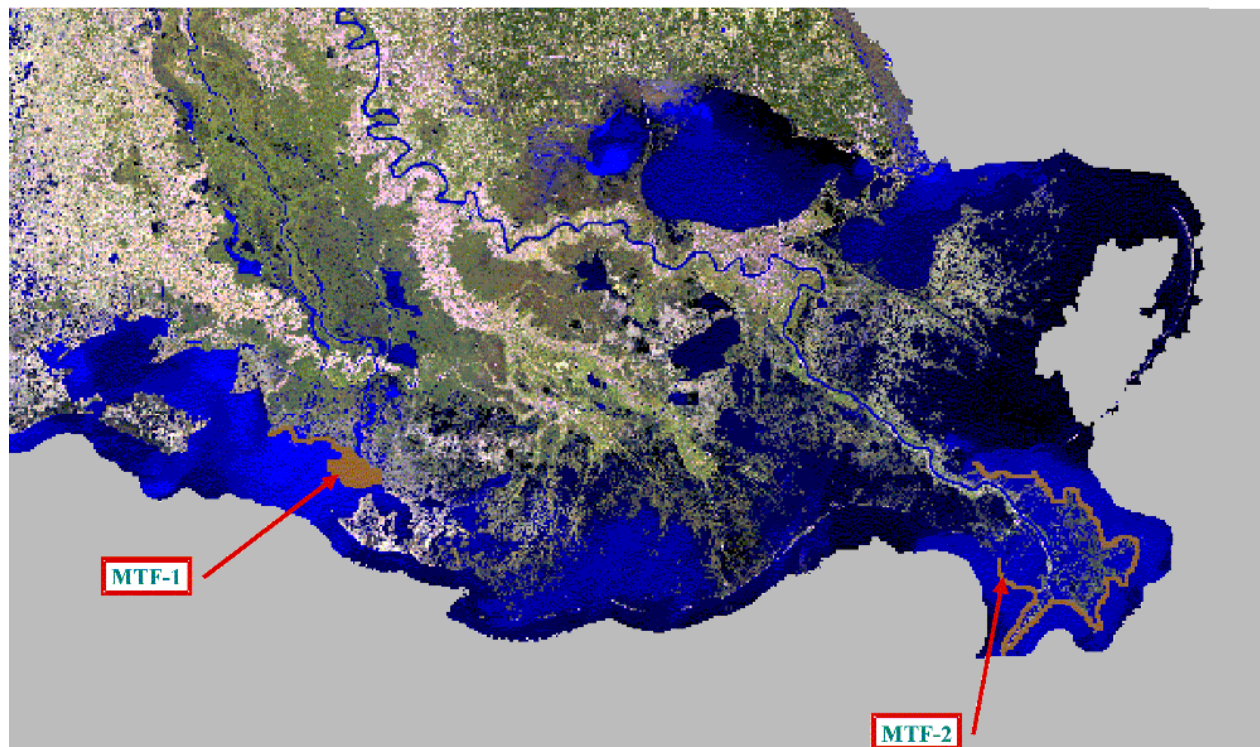
Distribution

The distribution of muddy tidal flats on the delta plain is illustrated by Figure 400.9. The major muddy tidal flats are located at the Atchafalaya River mouth and the Mississippi River mouth.

Environmental Concerns

- ◆ **Sensitivity:** The environmental sensitivity of muddy tidal flats is high due to presence of developing wetland habitat. Oil usually coats and covers sediment and vegetation.
- ◆ **Oil Behavior:** Oil typically stains and covers sediment and vegetation.
- ◆ **Cleanup:** The sediment penetration potential is low due to the high water table and water content in the sediment. The major environmental concern associated with muddy tidal flats is the damage done by the cleanup of wetland habitats as well as their protection from cleanup operations. Both access and transitivity of muddy tidal flats is poor. The potential exists for further contamination of subsurface sediments due to trampling and equipment movement.

Figure 400.9: Muddy Tidal Flats General Locations



MTF-1	Atchafalaya River, LA
MTF-2	Mississippi River, LA

THE DISTRIBUTION OF MUDDY TIDAL FLATS ALONG THE DELTA PLAIN: MTF- MUDDY TIDAL FLATS

Section 434.2.10: Swamps

Classification

The swamp classification describes shoreline types that are comprised of scrubs, shrubs, evergreen trees, and hardwood forested wetlands. This shoreline type is essentially a flooded forest. This shoreline type is common in the river valleys of the chenier plain, and the interior areas of the delta plain. The sediments within the interior swamps tend to be silty clay and contain a large amount of organic debris.

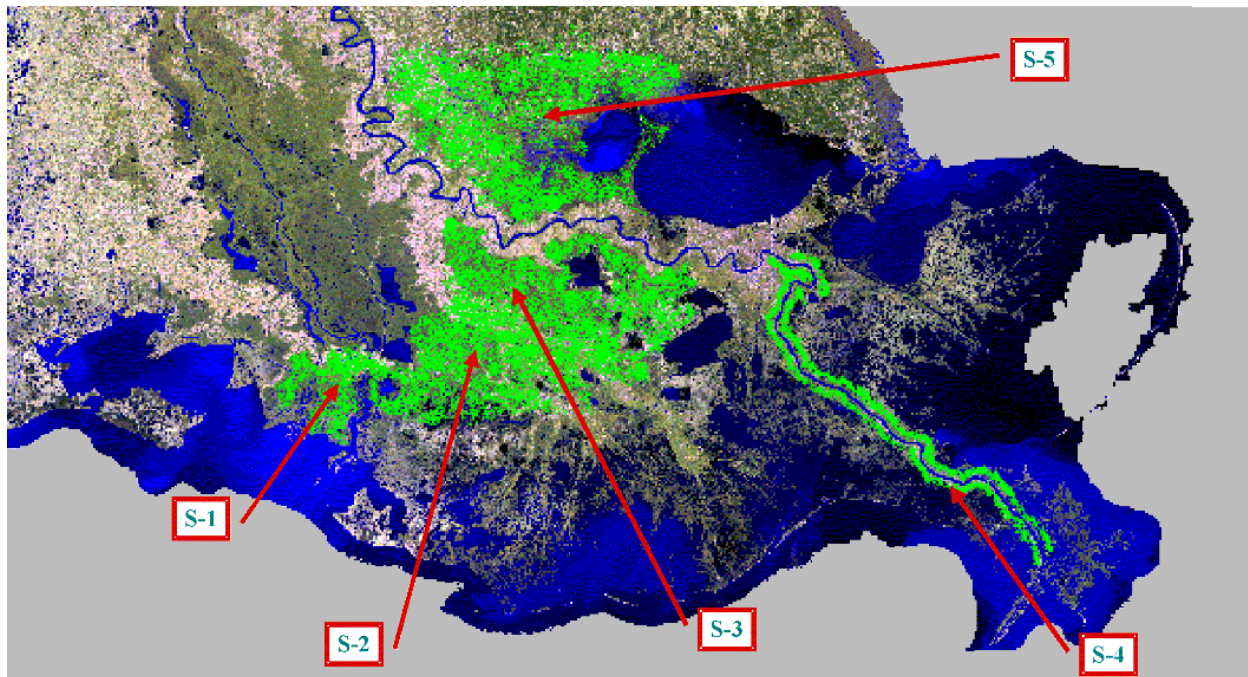
Distribution

The distribution of swamps within the delta plain are illustrated in Figure 400.10. The five major swamp areas in the delta plain are the Atchafalaya River, Terrebone basin, Barataria Basin, Mississippi River, and Pontchartrain Basin.

Environmental Concerns

- ◆ **Sensitivity:** The environmental sensitivity is high for swamps because of the presence of wetland habitat.
- ◆ **Oil Behavior:** Oil usually coats and covers the sediment and vegetation with low sediment penetration.
- ◆ **Cleanup:** The sediment penetration potential is low due to the high water table and the water content of the sediments. A major environmental concern is that the cleanup may be more damaging than the oil itself. The access and trafficability of swamps are poor due to the soft sediment and the presence of dense tree growth.

Figure 400.10: Swamps General Locations



S-1	Atchafalaya River, LA
S-2	Terrebonne Basin, LA
S-3	Barataria Basin, LA
S-4	Mississippi River, LA
S-5	Pontchartrain Basin, LA

THE DISTRIBUTION OF SWAMPS WITHIN THE DELTA PLAIN: S - SWAMP

Section 434.2.11: Fresh Marshes

Classification

The fresh marsh classification is used to describe shoreline types found in the coastal interior. Freshwater marshes include floating aquatic mats, vascular submerged vegetation, needle and broad leaved deciduous scrubs and shrubs, and broad leaved evergreen scrubs and shrubs. The sediments are highly organic and muddy. Fresh marshes are characterized by high biodiversity and rich wetland habitat. This shoreline type is found within the river valleys that dissect the chenier plain as well as between the individual ridges. On the delta plain, freshwater marshes occur in the upper reaches of individual delta complexes as well as along distributary courses.

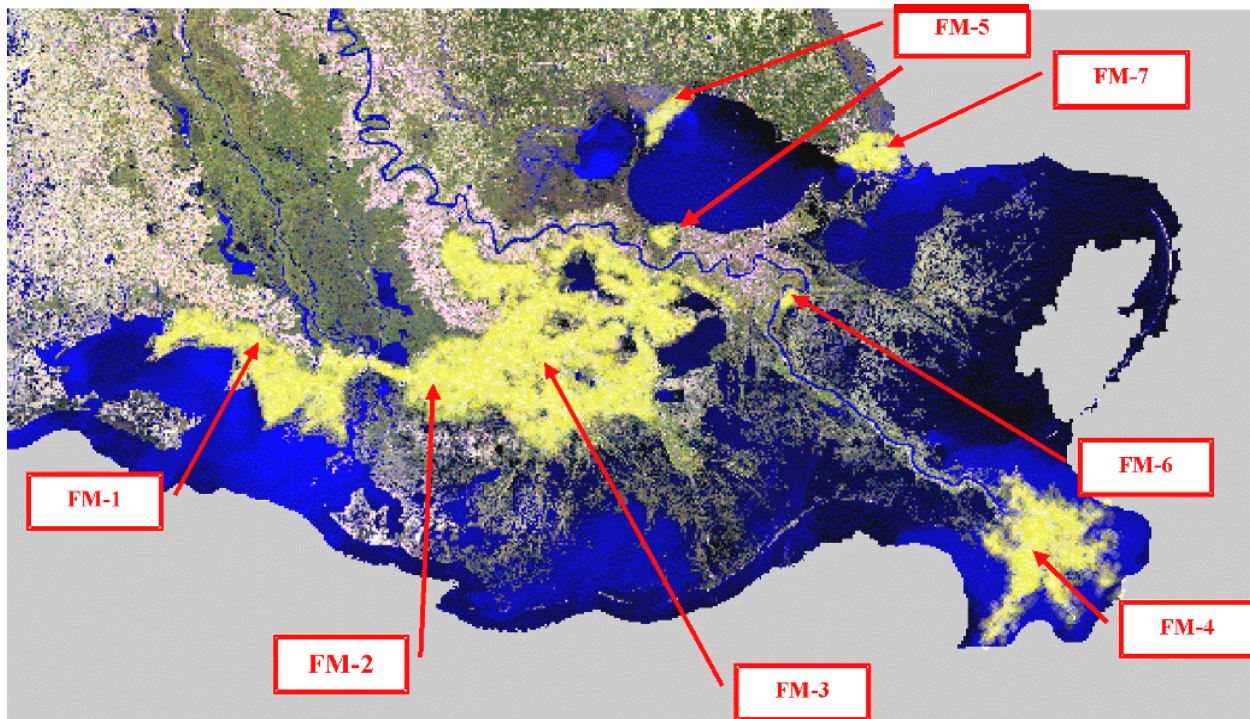
Distribution

Within the delta plain, five major freshwater marsh areas are located at the Atchafalaya Basin, Terrebonne Basin, Barataria Basin, Mississippi River, LA, Lake Pontchartrain, LA, Big Mar, LA, and Pearl River, LA/MS is Figure 400.11.

Environmental Concerns

- ◆ **Sensitivity:** The environmental sensitivity of fresh marshes is high because of the presence of wetland habitat.
- ◆ **Oil Behavior:** Oil usually coats and covers the sediment and vegetation with low sediment penetration.
- ◆ **Cleanup:** The sediment penetration potential is low due to the high water table and water content of the sediments. A major environmental concern about fresh marsh is that the cleanup can be more damaging than the oil itself, left alone. Transitability of fresh marsh is poor due to the soft sediment. Access is typically poor in Louisiana.

Figure 400.11: Fresh Marshes General Locations



FM-1 Atchafalaya Basin, LA	FM-5 Lake Pontchartrain, LA
FM-2 Terrebonne Basin, LA	FM-6 Big Mar, LA
FM-3 Barataria Basin, LA	FM-7 Pearl River, MS
FM-4 Mississippi River, LA	

The distribution of fresh marshes in the delta plain.

Section 434.2.12: Salt Marshes

Classification

The saltwater marsh classification describes shoreline types that are wet grasslands vegetated by salt-tolerant species. This shoreline type includes saline, brackish, and intermediate marsh types. Saltwater marshes are extensive throughout the outer fringe of the chenier and delta plains.

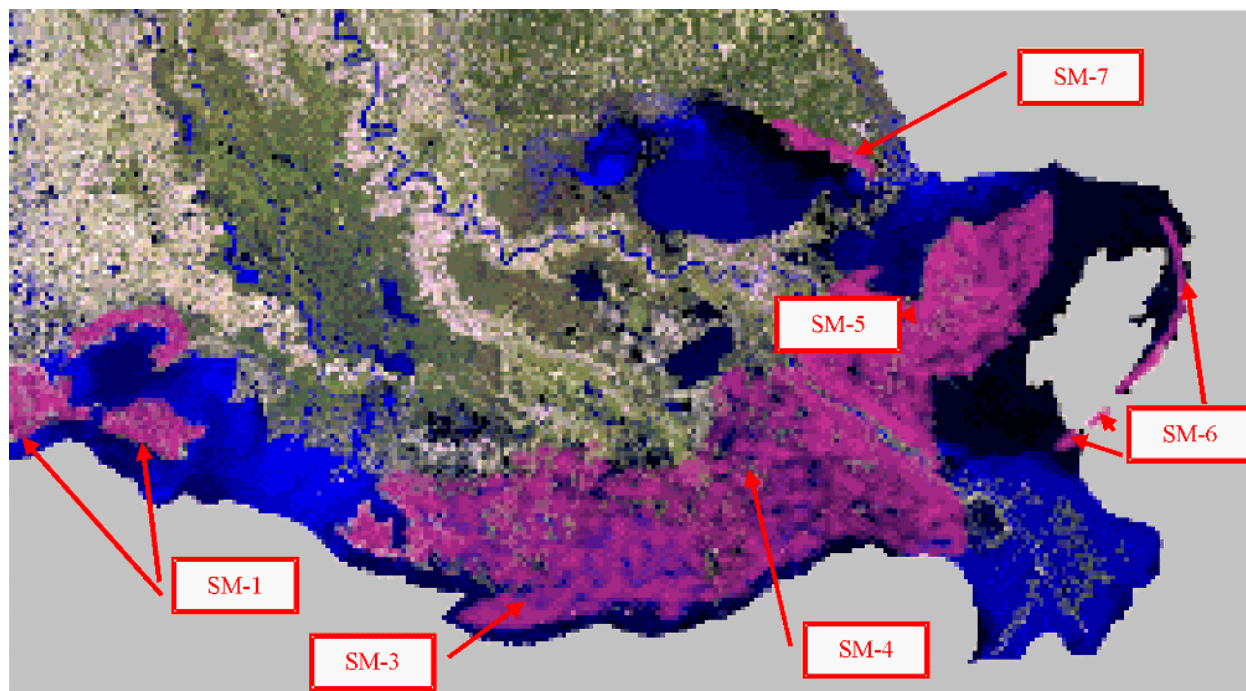
Distribution

The distribution of saltwater marshes in the delta plain is illustrated in figure 400.12, and located at Marsh Island, LA, Vermillion Bay, LA, Terrebonne Basin, LA, Barataria Basin, LA, St. Bernard Parish, LA, Chandeleur Islands, LA, and Lake Pontchartrain, LA.

Environmental Concerns

- ◆ **Sensitivity:** The environmental sensitivity is high for salt marsh because of the presence of wetland habitat.
- ◆ **Oil Behavior:** Oil usually coats and covers the sediment and vegetation with low sediment penetration.
- ◆ **Cleanup:** The sediment penetration potential is low/moderate due to the high water table and water content of the sediment. A major environmental concern is that the cleanup may be more damaging than the oil itself. The transitability of salt marsh is poor. Access is typically poor in Louisiana.

Figure 400.12: Salt Marsh General Locations



SM-1 Marsh Island, LA	SM-5 St. Bernard Parish, LA
SM-2 Vermillion Bay, LA	SM-6 Chandeleur Islands, LA
SM-3 Terrebonne Basin, LA	SM-7 Lake Pontchartrain, LA
SM-4 Barataria Basin, LA	

The distribution of salt marshes in the delta plain

Section 440: Sensitive Areas

Section 441: Environmentally Sensitive Areas

The majority of Louisiana and Mississippi is considered to be environmentally sensitive. The below listed references should be used during incidents to determine the location of shoreline types, habitat types, biological resources, National and State wildlife refuges, and parks. These references also provide Environmental Sensitivity Indexes (ESI) for shoreline types.

Louisiana

For coastal Louisiana refer to: Research Planning, Inc. (formerly RPI International, Inc.); 1989: Sensitivity of coastal environments and wildlife to spilled oil, Louisiana: an atlas of coastal resources; B. Savitsky, and T. J. Reilly; Columbia, SC; 98 maps.

Mississippi

For coastal Mississippi refer to: Mississippi Department of Wildlife Conservation, Bureau of Marine Resources; 1984: A contingency guide to the protection of Mississippi coastal environments from spilled oil, Protection priorities and related environmental information; C. M. Ladner and J. S. Franks; Long Beach, MS.

Section 442: Wildlife and Fisheries Areas

Louisiana and Mississippi are characterized by many wildlife and fisheries areas. Below are some of the major wildlife and fisheries areas in the COTP New Orleans zone.

Louisiana

Lake Ponchartrain

- ◆ Manchac Wildlife Management Area - Pass Manchac.
- ◆ Fontainebleau State Park and State Game Preserve- Lake Pontchartrain at Mandeville.
- ◆ Bayou Sauvage Management Area.

Lake Salvador.

- ◆ Jean Lafitte National Historic Park and Reserve.
- ◆ Salvador Wildlife Management Area- Lake Salvador.

Barataria Bay.

- ◆ Grand Isle State Park - Barataria Bay.

Lake Borgne

- ◆ Fort Pike State Commemorative Area - Lake Borgne.

Breton Sound

- ◆ Biloxi Wildlife Management Area.
- ◆ Breton National Wildlife Refuge - Chandeleur Islands and Breton Island.

Atchafalaya River and Atchafalaya Basin

- ◆ Atchafalaya National Wildlife Refuge - primarily freshwater marsh.

Mississippi

Mississippi Coast

- ◆ Gulf Island National Seashore (Mississippi)
- ◆ Cat Island, Ship Island, Horn Island
- ◆ Petit Bois Island

Lower Mississippi River (LMR)

Mile 0 to mile 504. The shoreline of the Mississippi River consists primarily of urban waterfront structures (low sensitivity), freshwater marshes (high sensitivity), and some saltwater marsh areas in the lower delta.

Section 443: Socio/Economic Sensitive Areas

Mile 80 to mile 234.

These miles constitute the industrial corridor. Incidents affect numerous Mississippi River industries, including commercial vessel traffic, barge fleet operations, oil and HAZMAT transfer operations, and towing industry traffic and operations. Additionally, casino boats operate on the Mississippi River in Baton Rouge.

Lake Pontchartrain.

Lake Ponchartrain is vastly used by recreational boats, the casino industry, the towing industry, and oil and HAZMAT production companies. Numerous marinas exist on both the North and South shores of the lake. Two casino boats are located on the south shore.

Industrial Canals.

- ◆ Harvey Canal.
- ◆ Algiers Canal.
- ◆ Inner Harbor Navigation Canal.

Locks

- ◆ Harvey Canal.
- ◆ Algiers Canal.
- ◆ Inner Harbor Navigation Canal.
- ◆ Bayou Sorrel.
- ◆ Port Allen.
- ◆ Red River.

Intercoastal Waterway (ICW).

The ICW runs the width of the COTP New Orleans zone, and is heavily used by towing industry and commercial fishermen.

Port Bienville, MS. Industrial Complex.

Numerous industries exist in Port Bienville, including wharves and companies that conduct explosive loads.

Bay St. Louis.

Bay St. Louis supports numerous fishing fleets and marinas.

Jourdan River, MS.

Several fishing fleets work along the river.

Gainsville, MS.

The National Aeronautical Space Administration has a complex located at Gainsville, MS. Equipment is transported along the Jourdan River.

Mississippi River Gulf Outlet (MRGO).

Container vessels traverse the MRGO to offload product at the Inner Harbor Navigation Canal area.

Commercial Fishing Routes.

- ◆ Baptiste Collette.
- ◆ South Pass.
- ◆ Tiger Pass.
- ◆ Empire Canal.

- ◆ Barataria Waterway.

Section 444: Archeo/Historical Sensitive Areas

Due to numerous archeological sites along coastal Louisiana and Mississippi, the Louisiana Division of Archeology and the Mississippi Department of Historical Preservation need to be informed of oil spills that may affect their natural coastline. Specifically, they need to be notified if the spill response operations will require disturbing the terrain through digging or transplanting. This does not include normal operations that just require access to the land. The following people should be notified:

LA Division of Archeology.

Weekdays from 8:00 am to 4:30 pm: Mike Mahady at (504) 342-8170. If notification is required after hours, he can be reached at home via the Marine Safety Office Operations Center (504) 589-6261.

MS Department of Historical Preservation.

Weekdays from 9:00 am to 5:00 pm: Roger Walker at (601) 359-6946, or the main office at (601) 359-6850.

Section 450: Planning Considerations

Section 451: Protection Priorities

Resource constraints, time constraints, and various response constraints limit the amount of areas which can be protected during a major oil or HAZMAT spill. The following list provides a prioritization of types of areas which must be protected during an incident.

1. Public Health.

- ◆ Storm drain inlets.
- ◆ Public drinking water intakes.
- ◆ Public utility water intakes.

2. Threatened and Endangered Species.

3. Habitat and Species Concentrations.

- ◆ Designated wildlife refuges and game management areas.
- ◆ Wildlife concentrations (which may vary seasonally).
- ◆ Vegetated wetlands and shoreline.
- ◆ Public oyster seed grounds.

- ◆ Commercial and recreational fisheries management areas.
- ◆ Coastal restoration projects.

4 Other Public Lands

5 Cultural and Historical Sites

6 Exposed Tidal Flats

- ◆ Shell beaches and rip rap.
- ◆ All other beaches.

7 Sheltered Rocky Shores and Sea Walls

8 Private Recreational Areas and Facilities

9 Marinas

10 Private and Industrial Raw Water Supplies

Section 460: Human Health and Safety

Response actions under the NCP shall comply with the provisions for response worker health and safety contained in 29 CFR 1910.120. The RP must assure that an occupational safety and health program consistent with 29 CFR 1910.120 is made available for the protection of workers at the response site.

Section 461: Site Safety Plan Contents

At a minimum, the Site Safety Plan should contain:

- ◆ Names of key personnel and alternates responsible for site safety.
- ◆ A description of the risks and hazards associated with each specific operation conducted.
- ◆ Confirmation that personnel are adequately trained to perform their respective job responsibilities and to handle the specific hazardous situations they may encounter.
- ◆ A description of the protective clothing and equipment to be worn by personnel during various site operations.
- ◆ A description of any site-specific medical surveillance and evacuation requirements.
- ◆ A description of periodic air monitoring program, personnel monitoring program, and environmental sampling program, if needed.
- ◆ A description of the actions to be taken to mitigate existing hazards to make the work environment less hazardous.

- ◆ Definition of site control measures, including communications procedures, evacuation procedures, and site maps.
- ◆ Establishment of decontamination procedures for personnel and equipment.
- ◆ Standard operating procedures and checklists.

The Site Safety Plan must be updated periodically to reflect changes in operations, hazards, or conditions. All response personnel must be briefed on the contents of the Site Safety Plan prior to commencing operations.

Section 462: Waterworks Warning Network

The Louisiana Waterways Warning Network has been established to notify facilities concerned with the public drinking water supply. The Waterways Warning Network should be contacted by the Responsible Party during the normal course of initial notification procedures, but MSO New Orleans will verify that notifications have been completed. The river bank designations are as follows: the west bank, or right descending bank, is designated by a "W;" the east bank, or left descending bank, is designated by an "E." Once a spill is detected, the network is notified and all plants downstream of the spill site are contacted by the network so that appropriate precautionary measures are taken.

PERSONNEL SHOULD BE CONTACTED IN ORDER OF LISTING

For spills **Above** the Donaldsonville sunshine Bridge (Above Mile 167.4 AHP)

Telephone: Office- (225) 925-7230 Baton Rouge

Nights, Weekends and Holidays--

Merl Fagan (Baton Rouge) Water Program Manager--Home (504) 345-6550 Beeper (225) 233-2665

Nolan Johnson (Plaquemine) Regional Engineer--Home (225) 687-0391 Beeper (225) 237-7301

Malcolm Sayes (Baton Rouge)--Home (225) 752-2180

Steven Hoffam (Baton Rouge)--Home (225) 292-7884

For spills **Below** the Donaldsonville Sunshine Bridge (Below Mile 167.4 AHP)

Telephone: Office- (504) 599-0100 New Orleans

Nights, Weekends and Holidays--

Effie Michalos (Metairie) Water Program Manager--Home (504) 833-1853 Beeper (504) 679-7797

Clyde Carlson (New Orleans) Regional Engineer--Home (504) 891-8697 Beeper (504) 679-7739

Ragus Legendre (Marrero) Water Program Coordinator--Home (504) 348-8263

Malcolm Sayes (Baton Rouge) Engineer Manger--Home (225) 752-2180

Steven Hoffman (Baton Rouge) Engineer--(225) 292-7884

Section 462.1: Water Intake Facilities

Lower Mississippi River facilities south of Baton Rouge:

Intake	Phone Number	Nearest City	Mile AHOP	Bank
Dow Chemical Company	(225) 353-8888	Plaquemine	209.6	W
Allied Signal Corp	(225)642-2731	Geismar	187	E
Borden Chemical Company	(225)387-5101	Geismar	184.9	E
BASF Corporation	(225)339-7300	Geismar	183.8	E
Shell Chemical Company	(225)379-6222	Geismar	183	E
Town of Lockport Waterworks	(504)523-3191	Lockport	Bayou	Lafou rche
Lafourche Waterworks Dist #1	(504)532-6924	Lockport	Bayou	Lafou rche
Schreiver Plant Cons. WW#1 Terr.	(504)879-2495	Schriever	Bayou	Lafou rche
City of Thibodaux Waterworks	(504)446-7236	Lockport	Bayou	Lafou rche
Assumption Waterworks District 1	(504)369-6156	Napoleonville	Bayou	Lafou rche
Peoples Water Service Co	(225)473-7603	Donaldsonville	175.5	W
Bayou Lafourche Fresh Water District	(225)473-8612	Donaldsonville	175.5	W
Ormet Corporation	(225)473-9241	Burnside	169.5	E
E. I. DuPont deNemours	(225)437-8618	Convent	169.2	E
Motiva Enterprises LLC Inc (Texaco)	(225)562-7681 x 3244	Convent	168.1	E
Agrico Chemical Company	(225)562-3501	Burnside	166.9	W
St. James Waterworks #1	(225)562-2285	Convent	154.1	E
St. James Waterworks #2	(225)265-6010	Vacherie	152.2	W
Town of Lutcher Waterworks	(504)869-5823	Lutcher	147.4	E
Town of Grammercy Waterworks	(504)869-4403	Grammercy	146.7	E
Colonial Sugars Inc	(504)869-5521	Grammercy	146.3	E
Kaiser Aluminum and Chemical Corporation	(504)869-2237	Grammercy	145.3	E
Marathon Petroleum Company	(504)535-2241 x7205	Garyville	140	E
St. John Waterworks - Lions Plant	(504)536-4396	Reserve	139.3	E
St. John Waterworks - Edgard Plant	(504)497-3251	Edgard	139.3	W
South LA Globalplex Terminal	(504)536-8303	Reserve	138.5	E
E. I. duPont deNemours	(504)536-5213	LaPlace	136	E
Occidental Chemical Corp	(504)783-7200	Taft	129	W
Union Carbide	(504)468-4235	Taft	128.5	W
Monsanto Company	(504)785-3583	Luling	120	W
Shell Oil Company	(504)465-7342	Norco	126	E
St. Charles Waterworks #1	(504)783-5110	New Sarpy	125.1	E
St. Charles Waterworks #2	(504)783-5113	Luling	120.6	W

Intake	Phone Number	Nearest City	Mile AHOP	Bank
CyTec Industries Inc.	D(504)431-6241 N(504)431-6353	Westwego	114.6	W
E. Jefferson Waterworks District 1	(504)838-4327	Metairie	105.4	E
New Orleans Carrollton Waterworks	(504)865-0565	New Orleans	104.7	E
City of Westwego Waterworks	(504)341-2828	Westwego	101.5	W
West Jefferson Waterworks District 2	(504)349-5080	Marrero	99.1	W
City of Gretna Waterworks	(504)363-1540	Gretna	96.7	W
New Orleans Algiers Waterworks	(504)585-2480	New Orleans	95.8	W
Domino (Amstar) Sugar Corp	(504)271-5331	Chalmette	90.8	E
Calciner Industries, Inc.	(504)278-1037	Chalmette	89.3	E
St. Bernard Waterworks Dist #1	(504)271-1681	Chalmette	87.9	E
Dalcour Waterworks	(504)391-2386	Braithwaite	80.9	E
Belle Chasse Waterworks	(504)392-6690 x1290	Belle Chasse	75.8	W
British Petroleum - U.S.	(504)656-7711	Belle Chasse	62.5	W
Pointe-a-la-Hache Waterworks	(504)682-0081 x3317	Pointe-a-la- Hache	49.2	E
Port Sulphur Waterworks	(504)564-3098	Port Sulphur	49.0	W
Freeport Sulphur Company	(504)564-3981	Port Sulphur	39.4	W
Boothville-Venice Waterworks	(504)534-2233	Venice	18.6	W

Section 470: Incident Action Plan

The Incident Action Plan (IAP) provides tactical objectives, identifies resources, assigns personnel to positions within the response system, and provides task assignments to resources for specified future operations (commonly referred to as the Next Operational Period). It additionally provides weather and spill projections and identifies potential safety issues for the next operational period. The IAP generally projects operations for 24 hours periods, however this time span can be modified by the Unified Command as needed. The IAP is a written document which must be approved by the Unified Command. The IAP may include the following ICS forms.

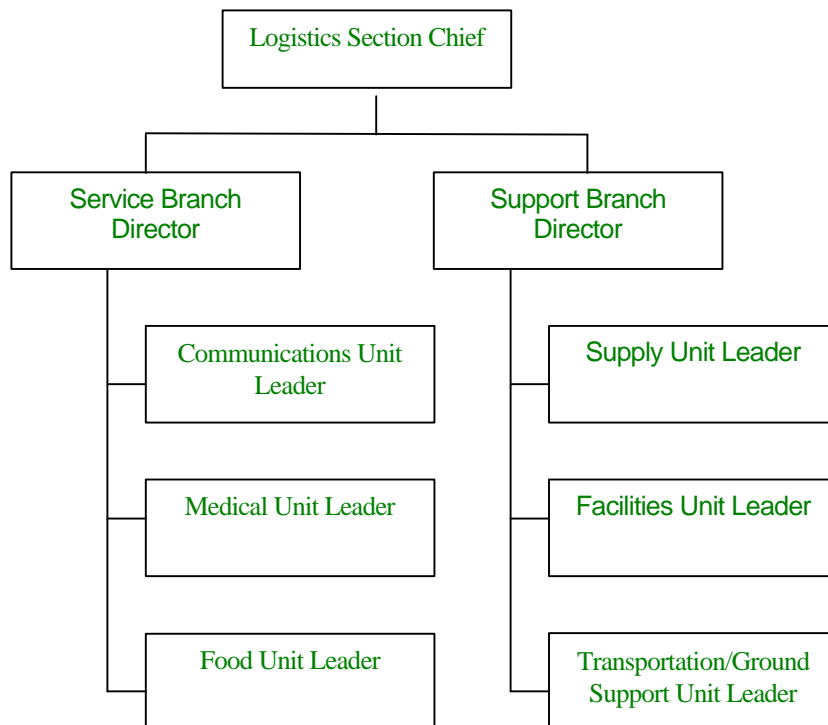
- ◆ IAP Cover Sheet
- ◆ ICS 202 - Response Objectives
- ◆ ICS 203 - Organization List
- ◆ ICS 204 - Assignment List
- ◆ ICS 205 - Communications Plan
- ◆ ICS 206 - Medical Plan
- ◆ ICS 232 - Resources at Risk

Section 500

Logistics

Section 510: Logistics Organization

The Logistics Section is responsible for providing personnel, facilities, services, material, and equipment in support of the incident. Procurement responsibilities must be highly coordinated between agencies or companies involved in a unified response. Procurement may become fully integrated when there is only one funding source available. Normal operating requirements keep Coast Guard personnel responsible for Coast Guard procurement; industry personnel responsible for industry procurement; State personnel responsible for State procurement. Authority to order or release resources from the incident must be clearly stated by the Unified Command. Tracking and coordination of all logistics, equipment, and personnel remains the Logistics Section Chief's responsibility until those resources are checked-in with the Resources Status Unit and are at the incident. The Logistics Section must maintain constant communication with the Finance and Planning Sections. The Logistics Section is organized to accomplish six core functions, which may be organized into the Services Branch and the Support Branch. The six basic functions of the Logistics Section are:



Section 511: Logistics Section Chief Responsibilities

Responsibility	Completed
1. Report to the Unified Command.	
2. Plan and direct the organization of the Logistics Section.	
3. Participate in preparation of the Incident Action Plan.	
4. identify service and support requirements for planned or expected operations.	
5. Provide input to and review the Communications Plan, Medical Plan, Traffic Plan, and Vessel Routing Plan.	
6. Coordinate and process requests for additional resources, and coordinate contracting and procurement funding with the Finance Section.	
7. Participate in the development of the Demobilization Plan.	

Section 512: Supply Unit Responsibilities

Responsibility	Completed
1. Report to the Logistics Section Chief, or the Support Branch Director, if activated.	
2. Receive, process, and respond to requests for personnel, supplies, and equipment required by the Incident Command.	
3. Activate and direct the Supply Unit organization needed for the incident, which may include an Ordering Manager, a Personnel Ordering Manager, a Receiving and a Distribution Manager.	
4. Order, receive, distribute, store and maintain the inventory of supplies and equipment and coordinate contracts and resource orders with the Finance Section.	
5. Coordinate service of reusable equipment.	
6. Inform the Resources Status Unit (RESTAT) of the estimated time of arrival for personnel, resources, and equipment.	
7. Develop and implement safety and security requirements for the Logistics Section.	

Section 513: Facilities Unit Responsibilities.

Responsibility	Completed
1. Report to the Logistics Section Chief or the Support Branch Director, if activated.	
2. Participate in Logistics Section/Support Branch planning activities.	
3. Determine requirements for the Incident Command Post and any other facilities that may be needed.	
4. Prepare layouts of incident facilities and inform Unit Leaders of facility layouts.	
5. Activate incident facilities.	
6. Assign and direct personnel to manage and operate incident facilities, including: Command Post Manager, Security Manager, Base and Camp Managers, and facility maintenance services.	
7. Demobilize incident facilities.	

Section 514: Transportation/Ground Support Unit Responsibilities

Responsibility	Completed
1. Report to the Logistics Section Chief, or the Support Branch Director, if activated.	
2. Coordinate, schedule, and prioritize incident transportation logistics by all available methods of transportation, including ground vehicles, aircraft, and vessels.	
3. Maintain, schedule, and assign the ground transportation vehicles assigned to the incident Motor Pool, including fueling, mechanical maintenance and repair of ground transportation resources.	
4. Assign and direct ground transportation personnel, including drivers, vehicle maintenance personnel, and other Motor Pool personnel.	
5. Participate in Support Branch/Logistics Section planning, and coordinate the development of the Traffic Plan with the Planning Section.	
6. Notify Resources Status Unit (RESTAT) of all status changes on support and transportation vehicles.	
7. Support out-of-service resources, including the coordination of parking areas, maintenance facilities and security with the Facilities Unit.	
8. Maintain the inventory of support and transportation vehicles.	
9. Maintain usage information on rented equipment.	
10. Coordinate the maintenance of incident roads.	
11. Coordinate vessel support, pier space assignments, and vessel logistics requirements. Recommend to the Logistics Section Chief the assignment of a Vessel Manager to coordinate vessel logistics, if required.	
12. Demobilize in accordance with the Demobilization Plan.	

Section 515: Communications Unit Responsibilities

Responsibility	Completed
1. Report to the Logistics Section Chief, or the Service Branch Director, if activated	
2. Prepare and implement the incident Radio Communications Plan.	
3. Advise on communications capabilities and limitations.	
4. Establish the incident Communications Center and Message center.	
5. Assign and direct communication personnel, including radio operators, installation and maintenance personnel, and messengers.	
6. Set up and maintain telephone, facsimile, data line, and public address systems.	
7. Establish communications equipment distribution and maintenance locations and ensure an equipment accountability system is maintained.	
8. Ensure communications systems are installed and tested.	
9. Ensure personal portable radio equipment from cache is distributed in accordance with the Radio Plan.	
10. Recover equipment from relieved or released units, in accordance with the Demobilization Plan.	

Section 516: Medical Unit Responsibilities

Responsibility	Completed
1. Report to the Logistics Section Chief, or the Service Branch Director, if activated.	
2. Participate in Logistics Section/Service Branch planning activities, including the coordination of the Medical Emergency Plan.	
3. Assign and direct Medical Unit personnel and resources.	
4. Respond to requests for medical aid, medical transportation, and medical supplies for incident personnel.	
5. Declare "Major Medical Emergency" as appropriate, and coordinate the assignment of Medical Unit resources to the Operations Section Emergency Medical Services (EMS) Group.	
6. Prepare medical reports as required, including documentation of medical services provided to incident responders that may be required by the Finance Section Claims Unit.	
7. Demobilize in accordance with the Demobilization Plan.	

Section 517: Food Unit Responsibilities

Responsibility	Completed
1. Report to the Logistics Section Chief, or the Service Branch Director, if activated.	
2. Determine location of working assignment, and number and location of personnel to be fed.	
3. Determine method of feeding to best fit each situation.	
4. Assign and direct Food Unit personnel, including cooks, messcooks, and sanitation personnel.	
5. Obtain and set up necessary equipment and supplies to operate food service facilities.	
6. Coordinate facility locations, layout, and security with the Facilities Unit.	
7. Coordinate transportation requirements which may require a special priority, such as regular food and water deliveries, with the Transportation/Ground Support Unit.	
8. Ensure that sufficient potable water is available and delivered to work sites to meet all incidents needs.	
9. Prepare menus to ensure incident personnel receive well balanced meals.	
10. Ensure that all appropriate health and safety measures are taken.	
11. Keep inventory of food on hand and check in food orders.	
12. Provide the Supply Unit with food supply orders.	
13. Demobilize in accordance with the Demobilization Plan.	

Section 520: Support

Section 521: Equipment

Section 521.1: Gulf Strike Team Equipment

For up to date information on Gulf Strike Team resources and personnel availability, contact the Strike Team office in Mobile, Alabama at (334) 441-6601.

Section 521.2: Eighth Coast Guard District Response Advisory Team (DRAT) Equipment

District Office.

- ◆ Satellite phone (TCS LITE with dish).
- ◆ Satellite phone (SATPHONE briefcase).
- ◆ Marine Band Radio (Motorola HT200 3ea.).
- ◆ FLIR IR sensor (with operator only).
- ◆ IRC 160ST IR sensor (district backup unit).

New Orleans Warehouse.

- ◆ 5000 feet CG Open Water 42" foam filled boom in ten containers loaded on three 42' trailers.
- ◆ One VOSS with two inflatable barges loaded on a 48' trailer. VOSS contents:
 - a) 2 - Desmi 250 skimmers
 - b) 2 - CCN150 off-loading pumps
 - c) 2 - prime movers
- ◆ All hoses, line, and spare parts
- ◆ Lancer barges, 26000 gal capacity ea.
- ◆ 20 fifty gallon response kits
- ◆ 35 five gallon response kits

Section 521.3: Firefighting Resources

East Baton Rouge Mutual Aid Firefighting Resources:

- ◆ Chemicals
- ◆ Hoses
- ◆ Protective Clothing
- ◆ Nozzels/Fitting
- ◆ Generators/Electrical Equipment
- ◆ Communication Equipment
- ◆ Vehicles/Motor Equipment

Geismar Mutual Aid Firefighting Equipment Resources:

- ◆ Air Breathing Aparatus
- ◆ Air Packs
- ◆ Breathing Cylinders
- ◆ Foam
- ◆ Foam Eductors
- ◆ Fire Trucks
- ◆ Bunker Gear

- ◆ Burn Kits
- ◆ Communication Equipment
- ◆ Chlorine Kits
- ◆ Generators
- ◆ Fire Hoses
- ◆ Portable Lights
- ◆ Fire Monitors
- ◆ Resuscitator Nozzels
- ◆ Personnel
- ◆ Pumps
- ◆ Rescue Equipment
- ◆ Stretchers

Section 521.4: Oil Spill Removal Organizations

This section contains lists of Coast Guard Certified Oil Spill Response Organizations (OSRO's) and equipment which are located within the State of Louisiana. This list was obtained from the Coast Guard National Strike Force Coordination Center (NSFCC) in Elizabeth City, North Carolina. While it is continuously updated, it should not be assumed that the enclosed version is the most current. A current version may be obtained through the NSFCC.

The OSRO resource categories are arranged alphabetically and generally follow the format provided by the NSFCC. General information includes the contractor by name and general specifications of the equipment. OSRO numbers are not used. An actual physical location by city and COTP Zone are given, as are any restrictions noted in the NSFCC data base. However, unlike the NSFCC database, actual restrictions or capabilities are spelled out instead of using abbreviations or codes.

The absence of information in any block should not give the impression that information does not exist or is not important. It only means that the particular information was not supplied prior to the creation of this document. As further information is gathered, changes should be made in order to incorporate them into a revised version of this plan.

Abbreviations for the COTP Zones in Louisiana are: NO – New Orleans, MC – Morgan City, PA – Port Arthur.

OIL SPILL RESPONSE ORGANIZATIONS

Contractor	City	State	COTP Zone	Day Phone
Amber/Oil Mop, Inc.	Belle Chasse	LA	NO	(504) 394-6110
Amber/Oil Mop, Inc.	Berwick	LA	MC	(800) 645-6671
Amber/Oil Mop, Inc.	Lafayette	LA	MC	(318) 367-9444
American Pollution Control	Lafayette	LA	MC	(318) 234-4590
AMPOL, Broussard	Broussard	LA	MC	(318) 234-4590
AMPOL, Fourchon	Fourchon	LA	MC	(318) 234-4590
AMPOL, Port of Vermillion	Port of Vermillion	LA	PA	(318) 234-4590
Calcasieu Rentals	Lake Charles	LA	PA	(318) 433-5929
CENAC Environmental	Houma	LA	MC	(504) 851-5350
CITCO Petroleum Corp.	Lake Charles	LA	PA	(318) 491-6121
Environmental Equipment	Houma	LA	MC	(504) 868-3100
Environmental Equipment	Lockport	LA	MC	(504) 532-5300
Ferguson Harbour	Pearl	MS	NO	(601) 936-6321
Garner Environmental (GES)	New Orleans	LA	NO	(504) 254-2444

OIL SPILL RESPONSE ORGANIZATIONS

Contractor	City	State	COTP Zone	Day Phone
Garner Environmental (GES)	Port Arthur	TX	PA	(409) 983-5646
Industrial Cleanup, Inc.	Garyville	LA	NO	(504) 535-3174
Industrial Cleanup, Inc.	Scott	LA	MC	(318) 234-5104
Larco Environmental Services	Lake Charles	LA	PA	(318) 474-3660
Larco Environmental Services	Sulphur	LA	PA	(318) 625-9110
L&L Environmental Services	Lake Charles	LA	PA	(318) 436-6385
Marine Pollution Control (MPC)	Gretna	LA	NO	(313) 849-2333
OH Materials	Port Allen	LA	NO	(504) 389-6924
Oil Stop, Inc	Harvey	LA	NO	(504) 347-8888
OVAC, Inc.	Lake Charles	LA	PA	(800) 256-7745
Reidel Environmental Services (RES)	Chesterfield	MO	CCGD8	(314) 532-7660
Reidel Environmental Services (RES)	Jackson	MS	NO	(601) 362-7482
Reidel Environmental Services (RES)	New Orleans	LA	NO	(504)254-3600
Richard Lazes	New Orleans	LA	NO	(504) 347-8888

OIL SPILL RESPONSE ORGANIZATIONS

Contractor	City	State	COTP Zone	Day Phone
Rubark Environmental	New Orleans	LA	NO	(504) 944-9965
Sea Sweep, Inc.	New Orleans	LA	NO	(504) 759-8118
Thompson Environmental	Belle Chasse	LA	NO	(504) 393-7661
Universal Environmental	Sulphur	LA	PA	(409) 727-0736

This section contains an extensive list of non-OSRO resources. It is intended to serve as an additional resource listing without combining certified OSRO's with companies perhaps having only very specific or limited equipment. It is entirely conceivable that individual companies on this list may one day be certified as OSRO's as their resource inventory expands. Currently, no company in this section is duplicated on both the OSRO and non-OSRO list.

Information is listed alphabetically by Type of Equipment and by Company. It's location is given by city and by COTP Zone. A telephone number is also provided.

Abbreviations for COTP Zones for Louisiana are: NO – New Orleans, MC – Morgan City, PA – Port Arthur. In several instances companies are located outside the State of Louisiana and its three COTP Zones. In these cases, the Coast Guard District in which they are physically located is given (example; CCGD2).

NON-OSRO RESOURCES

Type of Equipment	Parish	Company	Location	COTP Zone	Day Phone
Aircraft, Freight	Calcasieu	Bechnell, Inc.	Lake Charles, LA	PA	(318) 436-2625
Aircraft, Freight	Jefferson	Central Dispatch, Inc.	Harvey, LA	NO	(504) 362-3282
Aircraft, Freight	Lafayette	Air Cargo Service, Inc.	Lafayette, LA	MC	(318) 234-1208
Aircraft, Freight	Lafayette	Pack Express	Lafayette, LA	MC	(318) 234-7168
Aircraft, Freight	St Charles	Twin Air	St. Rose, LA	NO	(504) 467-1955
Aircraft, Freight	Tennessee	Federal Express	Memphis, TN	CCGD2	(800) 238-5255
Aircraft, Observation	Calcasieu	ERA Aviation, Inc.	Lake Charles, LA	PA	(318) 478-6131
Aircraft, Observation	Lafayette	Industrial Helicopters, Inc.	Lafayette, LA	MC	(318) 233-3357
Aircraft, Observation	Lafayette	Offshore Logistics, Inc.	Lafayette, LA	MC	(318) 233-1221
Aircraft, Observation	Lafayette	Petroleum Helicopters, Inc.	Lafayette, LA	MC	(318) 235-2452
Aircraft, Observation	Orleans	Eager Aviation, Inc.	New Orleans, LA	NO	(504) 245-1135
Aircraft, Observation	Plaquemines	Air Logistics, Inc.	Belle Chasse, LA	NO	(318) 365-6771
Aircraft, Observation	St. Mary	Petroleum Helicopters, Inc.	Amelia, LA	MC	(504) 631-2131
Aircraft, Spraying	Arizona	Air Response, Inc.	Mesa, AZ	CCGD11	(602) 835-8312
Aircraft, Spraying	Arizona	Biegert Aviation Service, Inc.	Chandler, AZ	CCGD11	(602) 821-2400
Aircraft, Spraying	Florida	Environmental Aviation Service, Inc.	Belle Glade, FL	CCGD7	(407) 996-2369
Aircraft, Spraying	Florida	Southern Air Transport, Inc.	Miami, FL	CCGD7	(800) 327-6456
Aircraft, Spraying	Lafayette	Offshore Logistics, Inc.	Lafayette, LA	MC	(318) 233-1221
Aircraft, Spraying	Lafayette	Petroleum Helicopters, Inc.	Lafayette, LA	MC	(318) 235-2452
Anchoring/Mooring Systems	Jefferson	Lowery Brothers Rigging Center	Marrero, LA	NO	(504) 347-0213

NON-OSRO RESOURCES

Type of Equipment	Parish	Company	Location	COTP Zone	Day Phone
Anchoring/Mooring Systems	Orleans	Cortney Company, Inc.	New Orleans, LA	NO	(504) 895-3915
Anchoring/Mooring Systems	Orleans	Dreyfus Supply & Machinery Corp.	New Orleans, LA	NO	(504) 944-3366
Boats, Launch	Lafayette	Lafayette Crew Boats, Inc.	Lafayette, LA	MC	(318) 237-7742
Boats, Launch	Lafourche	Cheramie, Inc.	Golden Meadow, LA	MC	(504) 475-5541
Boats, Launch	Lafourche	Therlot Offshore Marine, Inc.	Golden Meadow, LA	MC	(504) 475-7122
Boats, Launch	Plaquemines	Bud's Boat Rental, Inc.	Venice, LA	NO	(504) 534-2394
Boats, Launch	St. Bernard	Crewboats, Inc.	Chalmette, LA	NO	(504) 277-8201
Boats, Launch	St. Mary	Anti-Pollution, Inc.	Morgan City, LA	MC	(504) 384-9517
Boats, Launch	St. Mary	Candy Fleet	Morgan City, LA	MC	(504) 384-5835
Boats, Launch	Texas	Sabine Ship Service, Inc.	Beaumont, TX	PA	(409) 833-9288
Boats, Supply	Lafayette	Offshore Express, Inc.	Lafayette, LA	MC	(318) 237-4280
Boats, Supply	Lafayette	Offshore Logistics, Inc.	Lafayette, LA	MC	(318) 233-1221
Boats, Supply	Lafayette	Sea Level International, Inc.	Lafayette, LA	MC	(318) 235-7567
Boats, Supply	Lafourche	Bordelon Brothers Marine Co.	Lockport, LA	MC	(504) 532-5333
Boats, Supply	Lafourche	Cheramie Brothers, Inc.	Golden Meadow, LA	MC	(504) 475-5541
Boats, Supply	Orleans	Chevron Oil, USA ELP	New Orleans, LA	NO	(504) 569-6000
Boats, Supply	Orleans	Conoco, IAC	New Orleans, LA	NO	(504) 368-3000
Boats, Supply	Orleans	Tidewater Marine, Inc.	New Orleans, LA	NO	(504) 568-1010
Boats, Supply	St. Mary	Arco Oil & Gas	Amelia, LA	MC	(504) 631-5122
Boats, Supply	St. Mary	Mobil Oil Exploration Co.	Morgan City, LA	MC	(504) 380-5500

NON-OSRO RESOURCES

Type of Equipment	Parish	Company	Location	COTP Zone	Day Phone
Boats, Supply	St. Mary	Shell Oil Co. Offshore, Inc.	Morgan City, LA	MC	(504) 380-3200
Boats, Support	Calcasieu	Citgo Petroleum Corporation	Lake Charles, LA	PA	(318) 491-6437
Boats, Support	Calcasieu	Citgo Pipeline Co.	Lake Charles, LA	PA	(318) 491-6437
Boats, Support	Calcasieu	Laidlaw Environmental Services, Inc.	Sulphur, LA	PA	(318) 882-0414
Boats, Support	Calcasieu	Universal Engineering	Sulphur, LA	PA	(318) 527-6321
Boats, Support	Orleans	Alden Industries, Inc.	New Orleans, LA	NO	(504) 944-7681
Boats, Support	St. Mary	Anti-Pollution, Inc.	Morgan City, LA	MC	(504) 384-9517
Boats, Tug	Calcasieu	Crowley Maritime Corporation	Lake Charles, LA	PA	(318) 474-9600
Boats, Tug	Calcasieu	Harless, Inc.	Lake Charles, LA	PA	(318) 436-0586
Boats, Tug	Cameron	Devalls Towing-Boat Services, Inc.	Hackberry, LA	PA	(318) 762-4411
Boats, Tug	Jefferson	Allied Towing Service	Harvey, LA	NO	(504) 368-4038
Boats, Tug	Jefferson	Zapata Gulf Marine, Inc.	Harvey, LA	NO	(504) 340-5051
Boats, Tug	Lafourche	Bordelon Brothers Marine Co.	Lockport, LA	MC	(504) 532-5333
Boats, Tug	Orleans	Chevron Oil, USA ELP	New Orleans, LA	NO	(504) 592-6000
Boats, Tug	Orleans	Tidewater Marine, Inc.	New Orleans, LA	NO	(504) 568-1010
Boats, Tug	St. Mary	Marathon Oil Company	Morgan City, LA	MC	(504) 385-0832
Boats, Tug	St. Mary	Mobil Oil Exploration Co.	Morgan City, LA	MC	(504) 380-5500
Trucking Companies/Car Rentals	Lafayette	Thrifty	Lafayette, LA	MC	(318) 237-1282
Trucking Companies/Car Rentals	St. Mary	Hebert Bros.	Morgan City, LA	MC	(504) 384-8070
Trucking Companies/Car Rentals	St. Mary	Ryder	Morgan City, LA	MC	(318) 384-9687

NON-OSRO RESOURCES

Type of Equipment	Parish	Company	Location	COTP Zone	Day Phone
Trucking Companies/Car Rentals	St. Mary	U-Haul	Morgan City, LA	MC	(318) 385-4560
Trucking Companies/Car Rentals	Terrebonne	Air Service Auto	Houma, LA	MC	(504) 879-0584
Trucking Companies/Car Rentals	Terrebonne	Avis	Houma, LA	MC	(800) 331-1212
Trucking Companies/Car Rentals	Terrebonne	Budget	Houma, LA	MC	(800) 527-0700
Trucking Companies/Car Rentals	Terrebonne	Buick Dealer	Houma, LA	MC	(504) 876-2161
Trucking Companies/Car Rentals	Terrebonne	Chevrolet Dealer	Houma, LA	MC	(504) 876-6570
Trucking Companies/Car Rentals	Terrebonne	Cournoyer Oldsmobile	Houma, LA	MC	(504) 868-4400
Trucking Companies/Car Rentals	Terrebonne	First Metro	Houma, LA	MC	(504) 851-6205
Trucking Companies/Car Rentals	Terrebonne	Ford	Houma, LA	MC	(504) 876-5100
Trucking Companies/Car Rentals	Terrebonne	Ford Red Carpet	Houma, LA	MC	(504) 876-5333
Trucking Companies/Car Rentals	Terrebonne	Hertz	Houma, LA	MC	(504) 868-4220
Trucking Companies/Car Rentals	Terrebonne	National	Houma, LA	MC	(504) 876-0250
Trucking Companies/Car Rentals	Terrebonne	Pontiac Dealer	Houma, LA	MC	(504) 446-1395
Trucking Companies/Car Rentals	Terrebonne	Rent-A-Car	Houma, LA	MC	(504) 876-5100

NON-OSRO RESOURCES

Type of Equipment	Parish	Company	Location	COTP Zone	Day Phone
Trucking Companies/Car Rentals	Texas	Avis	Nederland, TX	PA	(409) 722-0209
Trucking Companies/Car Rentals	Texas	Hertz Rent-A-Car	Nederland, TX	PA	(409) 727-2137
Trucking Companies/Car Rentals	Texas	National Car Rental	Nederland, TX	PA	(409) 722-6111
Trucking Companies/Car Rentals	Vermillion	Agency Rent-A-Car	Abbeville, LA	MC	(318) 989-0455
Utilities, Electrical	Calcasieu	Gulf States Utilities, Inc.	Lake Charles, LA	PA	(318) 436-4357
Utilities, Electrical	Orleans	Louisiana Power & Light	New Orleans, LA	NO	(504) 362-8700
Utilities, Electrical	Orleans	New Orleans Public Service, Inc.	New Orleans, LA	NO	(504) 595-3800
Utilities, Telephone	Alabama	South Central Bell Telephone Co.	Mobile, AL	CCGD8	(800) 235-5273
Utilities, Telephone	Alabama	South Central Bell Telephone Co.	Birmingham, AL	CCGD8	(800) 272-2355
Vacuum/Pump/Tank Trucks	Calcasieu	Laidlaw Environmental Services, Inc.	Sulphur, LA	PA	(318) 882-0414
Vacuum/Pump/Tank Trucks	Calcasieu	Louisiana Tank, Inc.	Lake Charles, LA	PA	(318) 436-1000
Vacuum/Pump/Tank Trucks	Calcasieu	Universal Engineering	Sulphur, LA	PA	(318) 527-6321
Vacuum/Pump/Tank Trucks	St. John the Baptist	A & M Vacuum Service, Inc.	Laplace, LA	NO	(504) 536-7448
Vacuum/Pump/Tank Trucks	St. John the Baptist	Roussel Service Group, Inc.	Reserve, LA	NO	(504) 536-7610
Vehicles, Command Vans/Trailers	Calcasieu	Cal-Can Services	Westlake, LA	PA	(318) 882-1292

NON-OSRO RESOURCES

Type of Equipment	Parish	Company	Location	COTP Zone	Day Phone
Vehicles, Command Vans/Trailers	Calcasieu	Elder Leasing Company	Lake Charles, LA	PA	(800) 444-3605
Vehicles, Command Vans/Trailers	Calcasieu	Laidlaw Environmental Services, Inc.	Sulphur, LA	PA	(318) 625-9110
Vehicles, Command Vans/Trailers	Calcasieu	Universal Engineering	Sulphur, LA	PA	(318) 436-6389
Vehicles, Command Vans/Trailers	Calcasieu	Wast Mngt of Lake Charles, Inc.	Lake Charles, LA	PA	(318) 436-7220
Vehicles, Command Vans/Trailers	Lafayette	Elder Leasing Company	Lafayette, LA	MC	(318) 237-0316
Vehicles, Command Vans/Trailers	St. Mary	Morgan Buildings & Spas, Inc.	Morgan City, LA	MC	(504) 384-3650

Section 522: Facilities

Several agency facilities exist within the MSO New Orleans zone which could be used to establish the Unified Command Post or a command post for field operations. The FOSC will request use of these facilities during major incidents. The Federal Government will reimburse these facilities for costs associated with the response.

Section 522.1. Louisiana Facilities

New Orleans Parish Facilities

- ♦ **Corps of Engineers Eastbank:** (24 hr) (504) 862-2244
Location: MM 102 LDB
Capabilities: HF, UHF, fax, computers, 24 hr secured access, boat launch area, helo can land on levee or inside fence, nearest medical is OSCHNER Hospital, heliport capable.
- ♦ **Eastbank Ferry Landing:** (24 hr) (504) 364-8180
Location: MM 97 LDB
Capabilities: HF, UHF, fax, computers, 24 hr secured access, boat launch could be done from ferry, nearest medical is Charity Hospital via ambulance.
- ♦ **Eastbank Canal Ferry Landing:** (24 hr) (504) 364-8180
Location: MM 94
Capabilities: HF, UHF, fax, computers, 24 hr secured access, boat launch could be done from ferry, nearest medical is Charity Hospital via ambulance. Helo capable if necessary.
- ♦ **Eastbank Chalmette Ferry Landing:** (24 hr) (504) 364-8180
Location: MM 88
Capabilities: HF, UHF, fax, computers, 24 hr secured access, boat launch could be done from ferry, nearest medical is Charity Hospital via ambulance. Helo capable if necessary.

Baton Rouge Parish

- ♦ **East Baton Rouge Parish:** (24 hr) (225) 389-3035
Government Building,
222 St. Louis St.,
222Room B230
Location: Baton Rouge, LA
Capabilities: HF, UHF, fax, computers, 24 hr secured access, city dock has boat launch, Baton Rouge General Hospital, HAZMAT and DECON capable, heliport, can access Industrial Corridor for industry assistance if needed.
- ♦ **West Baton Rouge Parish – Sheriff:** (24 hr) (225) 343-9234
Court House Building,

850 8th St.

Location:

Port Allen, LA

Capabilities: Emergency response room set up, HF, UHF, fax, computers, 24 hr secured access, has boat launch in ICW and below the I90 bridge, Lady of the Lake or Baton Rouge General, HAZMAT and DECON capability, heliport.

Ascension Parish

♦ **East Bank Court House**

(504) 621-8360

Location:

828 S. Irma Blvd., Suite 104

Gonzales, LA

♦ **West Bank:**

(504) 473-0664

Location:

700 LaFourche St

Donaldsonville Fire Station, LA

Iberville Parish

♦ **Iberville Parish Command Post:**

(504) 687-5140

Gascon Wintz Building,
58030 Meriam St.

Location:

Plaquemine, LA

Capabilities: 800 Mega Herz, HF, UHF, fax, computers, 24 hr secured access, boat launch throughout the area, River West Hospital, HAZMAT and DECON capable with OEP assistance, heliport, Sheriffs office and Fire Dept has Flotilla available.

St James Parish

♦ **St James Parish**

(24 hr)

(504) 562-2310

5153 Cantella Street

Location.

Convent, LA

Capabilities: 800 Mega Hertz radio frequency, fax, computers, 24 hr secured access, have boat launch capability dependent upon need, St James Hospital in Lugcher, Ambulance will not pick up anyone not already deconned, three heliports available.

St John The Baptist Parish

♦ **St John The Baptist Parish**

(24 hr)

(504) 652-6338

1801 West Airline Highway

Location

La Place, LA

Capabilities HF, UHF, fax, computers, 24 hr secured access, three boat launches, River Parish Hospital, HAZMAT and DECON capable, heliport.

St Charles Parish

- ♦ **St Charles Parish** (24hr) (504) 783-5050
15045 LA18

Location: Hahnville, LA

Capabilities: HF, UHF, fax, computers, 24 hr secured access, St Charles Hospital HAZMAT and DECON capable, Helo can land in field next to school, no designated spot.

Jefferson Parish

- ♦ **Jefferson Parish** (504) 349-5360 or
1887 Ames Blvd (24 hr) (504) 349-5317

Location Marrero, LA

Capabilities: HF, UHF, 800 Mega Hertz, fax, computers, 24 hr secured access, boat launches available in La Fitte, Grand Isle, Westwego, Bonneton, Kenner, West Jefferson Medical Center, HAZMAT and DECON capable, heliport, Rescue boats operated by Grand Isle Fire, Kenner Police in Kenner, Jefferson Parish Marine Division

St Bernard Parish

- ♦ **St Bernard Parish** (24 hr) (504) 278-4267
8201 West Judge Perez Drive

Location Chalmette, LA

Capabilities: HF, UHF, fax, computers, 24 hr secured access if necessary, various boat launches, Chalmette Medical Center, HAZMAT and DECON capable, heliport.

Plaquemine Parish

- ♦ **Plaquemine Parish** (24 hr) (504) 682-0081
7163 Hwy 39 Suite 202

Location Braithwaite, LA

Capabilities: HF, UHF, fax, computers, 24 hr secured access, rescue boat at Belle Chase and Venice (manned 24 hr), various boat launches throughout the area, Chalmette Medical Center, HAZMAT and DECON capability, heliport.

Section 522.2: Mississippi Facilities

Natchez/Adams County

- ♦ **EOC** (601) 442-7021
8900 Civil Defense Bldg, (601) 442- 0089
201 South Wall St.

Location Natchez, MS

Capabilities: HF, UHF, fax, computers, 8-5 access can go 24 hr, local Civil Air Patrol at Natchez Adams City Airport, 155th Armory, 386th Transport Comp Army Rsv, helo capable, Natchez Regional Hosp Cty (decon but no HAZMAT), Natchez Community Hospital.

Issaquena County

- ♦ **EOC** (601) 873-2781
Sheriff's Office, Court Street (601) 873-2761
(601) 873-4866
(601) 873-2088

Location Mayersville, MS

Capabilities: Radio capability, fax, boat ramp, local sheriff assistance, Wild Life & Fisheries assistance, nearest hospital is in Sharkey County, Rolling Fort Hospital, has heliport capability airfield is crop duster capable only.

Jefferson County

- ♦ **EOC** (601) 786-3403
307 Main Street (601) 786-8475
(601) 786-8422

Location Fayette, MS

Capabilities: HF, UHF fax, computers, Jefferson County Hospital is nearest Hospital, has heliport capability.

Port Gibson/Claiborne County Civil Defense

- ♦ **EOC** (601) 437-4684
HWY 18 East (601) 437-5398
(601) 437-5161

Location Port Gibson, MS

Capabilities: HF, UHF, fax, computers, hotline, 24hr secure access, local Civil Air Patrol in Jackson (155th Infantry, helo capable, Claiborne City Hospital(601-437-5141).

Warren County/Vicksburg

- ♦ **EOC** (601) 636-1544
1009 Cherry Street (601) 631-8800

Location Vicksburg, MS

Capabilities: HF, UHF, fax, computers, 24hr secure access, local Civil Air Patrol in Jackson, 168th ENG. Grp., Army Rsv, USCGC Kickapoo, Parkview Reg Med Ctr (601)631-2131, HAZMAT, Helipad, Vicksburg Med Ctr (601)636-2611, HAZMAT, Heliport, no helo on site.

Wilkinson County

- ◆ **EOC**
525 Main Street

(601) 888-7311
(601) 888-3511
(601) 888-4411

Location

Woodville, MS

Capabilities: HF, UHF, fax, nearest medical facility is Field Memorial Hospital in Centerville, heloport capable; Acadian Air out of Baton Rouge, air coordinates through the sheriffs office.

Section 523: Agency Points of Contact

Section 523.1: Federal Points of Contact

Agency		Phone Number
U.S. Army Corps of Engineers		(504) 865-1121
		FAX: (504) 862-2492
U.S. Congress:		
REP. Thompson	Mississippi	(601) 866-9003 (202) 225-5876
REP. Parke	Mississippi	(601) 352-1355 (202) 225-5865
REP. Taylor	Mississippi	(228) 864-7670 (202) 225-5772
REP. Whittler	Mississippi	(601) 342-3942 (202) 225-4306
REP. Pickering	Mississippi	(601) 693-6681 (202) 225-5031
SEN. Cochran	Mississippi	(601) 965-4085 (202) 225-5865
SEN. Lott	Mississippi	(601) 965-4644 (202) 225-6253
REP. Jefferson	Louisiana	(504) 589-2274 (202) 225-6636
REP. Tauzin	Louisiana	(504) 271-1707 (202) 225-3025
REP. Landrieu	Louisiana	(504) 589-2753 (202) 225-3025
SEN. Breaux	Louisiana	(504) 589-2531 (202) 225-4623

SEN. Johnston

Louisiana

(504) 589-2427
(202) 225-5824

U.S. NOAA Scientific Support Coordinator

(800) SKY-PAGE
PIN: 5798819
WORK: 6901

U.S. COAST GUARD

AIDS TO NAVIGATION (ANT) TEAMS

GULFPORT

(601) 864-5522
(601) 865-9668

NOLA

(504) 942-3012

VENICE

(504) 534-7250

AIR STATION NEW ORLEANS

(504) 393-6032
(504) 393-6035

AUXILIARY SQUADRON

(504) 393-6005

ATLANTIC AREA COMMAND CENTER

(757) 398-6231

AVIATION TRAINING CENTER (ATC) MOBILE

(334) 441-6861

BOATING SAFETY HOTLINE

(800) 368-5647

COFR DESK

(703) 235-4813

COMMUNICATION STATION NEW ORLEANS

(504) 393-6141

CUTTER WHITE HOLLY

(504) 942-3044

EIGHTH COAST GUARD DISTRICT:

BRIDGE ADMIN

(504) 589-2965
FAX: (504) 589-3967

COMMAND CENTER

(504) 589-6225
FAX: (504) 589-2148

COMMUNICATIONS

(504) 589-6280

MARINE SAFETY (M)

(504) 589-6271
FAX: (504) 589-4999

OAN

(504) 589-6234

PUBLIC AFFAIRS

(504) 589-6198

COTP NEW ORLEANS TRAFFIC LIGHTS:

GOV NICK LIGHT (504) 947-3268

GRETN A (504) 367-4021

COAST GUARD GROUPS:

CORPUS CHRISTI (512) 939-6392

EMERG: (512) 937-1898

GALVESTON (409) 766-5620

LOWER MISSISSIPPI (901) 544-3912

MOBILE (334) 441-6213

EMERG: (334) 441-6211

NEW ORLEANS

RADIO

(504) 942-3006

OOD

(504) 942-3001

USCG HQ COMMAND CENTER

(202)267-2100

USCG INTEGRATED SUPPORT COMMAND (OOD)

(504) 942-3020

MEDICAL CLINIC

(504) 942-3021

TT SHOP

(504)942-3055

USCG MARINE SAFETY DETACHMENTS (MSD'S):

BATON ROUGE

(225) 389-0271

FAX: (225) 389-0786

HOUMA

(504) 851-1962

(504) 868-5595

FAX: (504) 857-8508

LAKE CHARLES

(318) 433-3765

MSO NEW ORLEANS MARINE SAFETY DETAILS:

EAST BANK

(504) 589-2800

(504) 241-1078

HARVEY CANAL

(504) 589-4480

(504) 362-4584

WEST BANK

(504) 589-4231

(504) 733-1837

FAX: (504) 733-1859

MARINE SAFETY INFORMATION SYSTEM HOTLINE

(202) 267-0777

MARINE SAFETY OFFICES (MSO'S):

CORPUS CHRISTI	(512) 888-3162 FAX: (512) 888-3115
HOUSTON	(713) 671-5100 FAX: (713) 671-5177
MOBILE	(334) 441-5286 FAX: (334) 380-4169
MORGAN CITY	(504) 380-5320 FAX: (504) 385-1687
PORT ARTHUR	(409) 723-6500 FAX: (409) 723-6534
MARINE SAFETY UNIT GALVESTON	(409) 766-3639 FAX: (409) 766-3689
NATIONAL POLLUTION FUND CENTER (NPFC)	(703) 235-4778 (703) 235-4813
NATIONAL RESPONSE CENTER (NRC)	(800) 424-8802
NATIONAL VESSEL DOCUMENTATION CENTER	(800) 799-8362 FAX: (304) 271-2405
USCG SPECIAL INTEREST PROGRAM	(202) 267-0480
USCG STATIONS:	
GRAND ISLE	(504) 787-2135
GULFPORT	(601) 868-3743
NEW ORLEANS	(504) 589-2331
VENICE	(504) 534-1086
VICKSBURG	(601) 868-3743
U.S. CUSTOMS	(800) 973-2867
U.S. DEPARTMENT OF ENERGY	(504) 734-4201 (504) 265-3073
U.S. DEPARTMENT OF TRANSPORTATION (DOT)	(504) 436-9100
PIPELINE SAFETY	(713) 718-3746
U.S. ENVIRONMENTAL PROTECTION AGENCY (EPA)	
BATON ROUGE	(225) 291-4698
DALLAS	DAY: (214) 665-2270 NIGHT: (214) 665-2222
NPDES PERMITS	(214) 665-6600

U.S. FEDERAL BUREAU OF INVESTIGATION (FBI)	(504) 522-4671
U.S. FEDERAL COMMUNICATIONS COMMISSION (FCC)	
NEW ORLEANS	(504) 589-2095
DC	(202) 632-6464
U.S. FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA)	
REGION IV	(940) 898-5280
FAX:	(940) 898-5512
U.S. GENERAL SERVICES ADMINISTRATION (GSA)	(817) 334-5304
FAX:	(817) 334-5437
U.S. BOARDER PATROL	(504) 589-6107
U.S. MARSHAL	
NEW ORLEANS	(504) 589-6079
BATON ROUGE	(225) 389-0364
U.S. MINERALS MANAGEMENT SERVICE (MMS)	DAY: (504) 736-2545
AFTER HOURS:	FAX: (504) 736-2426
MR. TORRES	HOME: (504) 362-9449
MS. MONAHAN	HOME: (504) 887-1931
MR. WILSON	HOME: (504) 837-7031
MR. ALVARADO	HOME: (504) 733-2468
U.S. NAVAL AIR STATION (NAS)	(504) 678-3472
U.S. NAVAL SEA SYSTEM (NAVSEASYS) COMMAND	(703) 697-7403
FAX:	(703) 697-7393
U.S. NAVAL SUPPORT ACTIVITY (NSA)	(504) 678-2655
U.S. NATIONAL PARK SERVICE	(504) 589-3882
FAX:	(504) 589-3851
U.S. NUCLEAR REGULARITY COMMISSION	(817) 860-8233
FAX:	(817) 860-8210
U.S. OSHA	(800) 321-6742
BATON ROUGE	(225) 321-6742
U.S. STATE DEPARTMENT	(504) 589-2010
FAX:	(504) 589-2028

U.S. NATIONAL WEATHER SERVICE

(504) 465-9215
(504) 522-7330

Section 523.2: State Points of Contact

STATE OF LOUISIANA

AIR CONTROL COMMISSION

FAX: (504) 838-5367

ARMY NATIONAL GUARD

(504) 241-2374

DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ)

HOTLINE

(504) 342-1234

WATER

FAX: (504) 763-3598

METAIRIE/KENNER

(504) 471-2800

DEPARTMENT OF NATURAL RESOURCES (DNR)

(504) 342-5540

PIPELINE

(504) 342-5505

OPEN PITS

(504) 342-5599

PERMITS

(504) 342-5591

DEPARTMENT OF TRANSPORTATION

(504) 231-4166

BRIDGE MAINTENANCE

(504) 379-1551

MARINE MAINTENANCE

(504) 379-1177
(504) 379-1502

ECOLOGY & ENVIRONMENT

(504) 291-4698

ECOLOGY CENTER

(504) 482-8760

OIL SPILL COORDINATOR (LOSCO)

MR. ROLAND GUIDRY

(504) 922-3230

OFFICE OF EMERGENCY PREPAREDNESS

(504) 342-5470

SECRETARY OF STATE

DAY: (504) 925-4704
NIGHT: (504) 925-4716

STATE POLICE HAZARDOUS MATERIALS

(504) 925-6595

WILDLIFE AND FISHERIES

(800) 256-2749
(800) 442-2511

STATE OF MISSISSIPPI

CORPS OF ENGINEERS	(601) 631-7403
DEPARTMENT OF POLLUTION CONTROL	(601) 961-5171
EMERGENCY MANAGEMENT AGENCY (24 HOUR)	(601) 352-9100
FISHERIES AND WILDLIFE	(228) 432-7708
MARINE WILDLIFE	(601) 385-5860
STATE POLICE (HAZARDOUS MATERIALS)	(601) 352-9100
	24 hr (800) 222-6362
WILDLIFE, FISHERIES & PARKS	(601) 364-2032

Section 523.3: Local Agency Points of Contact

LOUISIANA PARISHES

ASCENSION EMERGENCY/FIRE/SHERIFF	(504) 621-8360
BOSSIER	
FIRE	(318) 741-8711
SHERIFF	(318) 965-2203
CONCORDIA	
FIRE	(318) 336-5068
SHERIFF	(318) 336-5231
EAST BATON ROUGE	
EMERGENCY PREPAREDNESS	(225) 389-3035
FIRE	(225) 389-4617
SHERIFF	(225) 389-5000
EAST CARROLL	
FIRE	(318) 559-2525
POLICE	(318) 559-2000
GRANT EMERGENCY/FIRE/SHERIFF	(318) 627-3261
IBERVILLE	
EMERGENCY PREPAREDNESS	(504) 687-5140
FIRE	(504) 687-6302

	SHERIFF	(504) 687-3553
MADISON		
	FIRE	(318) 574-2061
	SHERIFF	(318) 574-1831
JEFFERSON		
	EMERGENCY/FIRE	(504) 349-5317
	LEVEE POLICE	(504) 467-1368
	SHERIFF	(504) 832-2300
LIVINGSTONE	EMERGENCY/FIRE/SHERIFF	(504) 686-2241
NATCHITOCHE	SHERIFF	(318) 965-2203
ORLEANS		
	FIRE	(504) 565-7800
	LEVEE BOARD	(504) 243-4000
	POLICE	(504) 821-2222
PLAQUEMINES		
	CIVIL DEFENSE	DAY: (504) 564-2761
	FIRE	(504) 687-7335
	SHERIFF	(504) 525-6825
RED RIVER		
	FIRE	(318) 932-5050
	SHERIFF	(318) 932-4221
ST BERNARD		
	CIVIL DEFENSE	(504) 278-4267
	FIRE	(504) 271-0411
	SHERIFF	(504) 271-2504
ST CHARLES		
	CIVIL DEFENSE	(504) 783-5050
	FIRE (LULING)	(504) 785-6194
	SHERIFF	(504) 783-6237

ST JAMES

EMERGENCY PREPAREDNESS (504) 562-2310

FIRE/SHERIFF (504) 562-2200

ST JOHN

FIRE (IN EDGARD) (504) 497-3441

SHERIFF (IN EDGARD) (504) 497-3321

ST TAMMANY

CAUSEWAY BRIDGE POLICE (504) 835-3116

FIRE (504) 643-4242

OFFICE OF EMERGENCY PREPAREDNESS (504) 893-4978

SHERIFF (504) 892-8181

TANGIPAHOA EMERGENCY/FIRE/SHERIFF (504) 748-3211

TENSAS

FIRE (318) 766-3211

SHERIFF (318) 766-3961

WEST BATON ROUGE

FIRE (225) 343-6691

SHERIFF (225) 343-9234

WEST FELICIANA

FIRE (504) 635-3878

POLICE (504) 635-3241

MISSISSIPPI COUNTIES

HANCOCK

FIRE (IN BAY ST LOUIS) (228) 467-5151

SHERIFF (228) 467-5101

HARRISON

FIRE (IN BILOXI) (228) 435-6103

SHERIFF (228) 392-9297

CITY GOVERNMENTS

BELLE CHASSE FIRE	(504) 394-3541
BATON ROUGE	
FIRE	(225) 389-4600
POLICE	(225) 389-3831
DESTREHAN	
FIRE/POLICE	(504) 764-6111
DONALDSONVILLE FIRE	(504) 473-8686
GRETNA MAYOR	(504) 363-1505
HARAHAN MAYOR	(504) 737-6383
JESUIT BEND FIRE	(504) 394-3541
KENNER	
FIRE	(504) 467-2211
MAYOR	(504) 468-7240
POLICE	(504) 468-7777
NEW ORLEANS	
DOCK BOARD	(504) 522-2551
FIRE	(504) 565-7833
HAZARDOUS MATERIALS	(504) 581-3473
LEVEE BOARD	(504) 243-4000
LOWER MISSISSIPPI RIVER BRIDGE AUTHORITY	(504) 364-8181
MAYOR	(504) 386-4000
POLICE	(504) 821-2222
POLICE (HARBOR)	(504) 891-7588
PORT AUTHORITY	(504) 522-2551
PUBLIC SERVICE	(504) 253-3041
PUBLIC STATION	(504) 529-4545
SANITATION DEPARTMENT	(504) 826-1791
SEWAGE AND WATER BOARD	(504) 942-3833
ST ROSE FIRE	(504) 467-2071

Section 523.4: Miscellaneous Points of Contact**ASSOCIATIONS:**

AMERICAN WATERWAYS OPERATORS (AWO)	(504) 524-3366
GREATER NEW ORLEANS BARGE FLEETING	(504) 737-6993
ASSOCIATION (GNOBFA)	(504) 348-7700
STEAMSHIP ASSOCIATION	(504) 522-9392

INTERNATIONAL AIRPORT	(504) 464-2699
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PORT AUTHORITIES:

BATON ROUGE	(225) 342-1660
NEW ORLEANS	(504) 522-2551
PLAQUEMINES	(504) 682-0081
PORT OF SOUTH LOUISIANA	(504) 536-3678

MR. ROGER RICHARD	(504) 292-6563
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MR. RICHARD SAVOY	(504) 383-1157
Pager	(504) 377-6023

MR. JAMES LEBLANC	(504) 769-4367
Pager	(504) 377-0855

MR. BUDDY KNOTT	(504) 275-3156
Pager	(504) 377-6007

MS. KAREN ST. CYR	(504) 635-4426
Pager	(504) 377-6025

MR. AL STARNES	(504) 635-3258
Pager	(504) 377-6025

MR. DAVID BLACK	(504) 764-7514
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PORT SERVICES:

BOARD OF TRADE	(504) 529-4601
FAX:	(504) 525-9039

MARINE OPERATOR	(504) 528-7870
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PORT CHAPLAIN

(504) 891-6677
(504) 895-8713

RIVER PILOTS:

BAR

(504) 831-6615

CRESCENT

(504) 392-8001

NEW ORLEANS/BATON ROUGE (NOBRA)

(504) 832-1199

FEDERAL

(504)456-0787

WATERWAYS WARNING NETWORK (PROTECTS INTAKES)

BATON ROUGE (RIVER ABOVE MILE 167.4) DAY: (225) 925-7230

NEW ORLEANS (RIVER BELOW MILE 167.4) DAY: (504) 826-2400
NIGHT: (504)589-6261

Section 530: Medical Services

Section 531. Hospitals

Louisiana

Ascension Parish

- ◆ **East Ascension: East Jefferson General Hospital**
EXPERIENCED HAZMAT and Decon capability, Helipad
Ph: (504)454-4000
- ◆ **Ascension Hospital**
Helipad capable
Ph: (504) 621-1200

East and West Baton Rouge Parishes

- ◆ **East Baton Rouge Baton Rouge General Hospital**
HAZMAT and Decon capable, Helipad
Ph: (225) 387-7600
- ◆ **West Baton Rouge Parish -Our Lady of the Lake**
EXPERIENCED HAZMAT and Decon capability, Helipad, Hyperbarics
Ph: (225) 765-6565

Iberville Parish

- ◆ **River West Hospital, (Plaquemine)**
EXPERIENCED HAZMAT and Decon capable, Helipad
Ph: (504) 687-9222

Jefferson Parish

- ◆ **West Jefferson Medical Center**
EXPERIENCED HAZMAT and Decon capability, Helipad, Hyperbarics flown to Jo Ellen
Ph: (504) 347-5511
- ◆ **East Jefferson General Hospital**
EXPERIENCED HAZMAT and Decon capability, Helipad
Ph: (504) 454-4000

New Orleans Parish

- ◆ **MM 102 --OCHSNER Hospital**
EXPERIENCED HAZMAT and Decon capability, Helipad
Ph: (504) 842-3000
- ◆ **MM 97 THRU MM 88 --Charity Hospital**
Ph: (504) 568-2311
- ◆ **Tulane Medical Center**
Decon and Hazmat capable
Ph: (504) 588-5263
- ◆ **University Hospital**
Ph: (504) 588-3000
- ◆ **Mercy-Baptist Hospital (midtown)**
Not HAZMAT/Decon capable
Ph: (504) 483-5000

Plaquemines Parish

- ◆ **Chalmette Medical Center**
HAZMAT and Decon capability, Helipad
Ph: (504) 277-8011
- ◆ **West Jefferson Medical Center**
EXPERIENCED HAZMAT and Decon capability, Helipad, Hyperbarics flown to Jo Ellen
Ph: (504) 347-5511

St Bernard Parish

- ◆ **Chalmette Medical Center**
HAZMAT and Decon capability, Helipad
Ph: (504) 277-8011

St Charles Parish

- ◆ **St Charles Hospital**
HAZMAT and Decon capable, Helo can land in field next to school, no designated spot.
Ph: (504) 899-7441

St James Parish

- ◆ **St James Hospital in Lugcher**
HAZMAT and Decon capable, Helipad - Ambulance will not pick up anyone not already deconned, three heliports available.

Ph: (504) 869-5512

St John the Baptist

- ◆ **River Parish Hospital**
HAZMAT and Decon capable, heliport.
Ph: (504) 652-7000

Mississippi

Gulfport Area.

- ◆ **Keesler Air Force Base**
Ph: (228) 377-6555

Natchez/Adams County

- ◆ **Natchez Regional Hospital**
Decon capable, Helipad
Ph: (601) 443-2100
- ◆ **Natchez Community Hospital.**
Hazmat capable, Helipad
Ph: (601) 445-6200

Issaquena County

- ◆ **Sharkey County, Rolling Fort Hospital**
Decon capable only
Ph: (601) 873-4395

Jefferson County

- ◆ **Jefferson County Hospital**
Helipad
Ph: (601) 786-3401

Port Gibson/Claiborne County Civil Defense

- ◆ **Claiborne City Hospital**
Decon capable, helipad
Ph: (601) 437-5141

Warren County/Vicksburg

- ◆ **Parkview Regional Medical Center**
HAZMAT and Decon Capable, Helipad
Ph: (601) 631-2131
- ◆ **Vicksburg Medical Center**
Helipad
Ph: (601) 636-2611

Wilkinson County

- ◆ **Field Memorial Hospital (in Centerville)**
Acadian Air out of Baton Rouge, air coordinates through the Sheriffs office.
Ph: (601) 645-5221

Section 532: Air Medical Services

- ◆ **Acadian Air**; decon prior transport
Helo and fixed wing
Ph: (800) 259-1111
- ◆ **Advanced Air Ambulance**
Fixed wing only
Ph: (800) 633-3590
- ◆ **Aero Charter Inc**
Helo and fixed wing
Ph: (800) 426-6557
- ◆ **Air Ambulance**
Fixed wing only
Ph: (504) 522-3442 or (800) 631-6565
- ◆ **Air Care West Jefferson Medical Center**
Helo only
Ph: (800) 382-4006
- ◆ **Air-Evac International**
Fixed wing only
Ph: (800) 854-2569
- ◆ **International Air Medicine Inc**
Fixed wing only
Ph: (504) 861-3130
- ◆ **Priority EMS Inc**
Fixed wing only
Ph: (504) 366-0911

Section 533. Hyperbaric Chambers

For Diving accidents, contact Diver Alert Network (DAN) first at (919) 684-8111. This is an emergency network specifically set up for divers in crisis. Local area hospitals that have diving chambers are:

- ◆ **Greater New Orleans Area**; Jo Ellen Smith
EMS Dive Coordinator for this region
Multiplace chambers (1), mono chambers (3)
Ph: (504) 363-7663
- ◆ **Ascension Parish; Ascension Hospital**
Monoplace chambers (2)
Ph: (504) 621-1200
- ◆ **Marrero area; Emergency Physicians' Center**
Monoplace chambers (4)
Ph: (504) 366-7638

- ◆ **Morgan City area: Oceaneering International, Inc**
Multiplace chambers (3)
Ph: (504) 395-5247
- ◆ **Houma area; Terrebonne General Medical Center**
Monoplace chambers (2)
Ph: (504) 873-4150
- ◆ **North of Lake Pontchartrain; Northshore Medical Center**
Monoplace chambers (2)
Ph: (504) 646-5050
- ◆ **West Baton Rouge Parish -Our Lady of the Lake Regional Center**
Multiplace chambers (2)
Ph: (225) 765-8826

Section 540: Special Forces Capabilities

Section 541: Coast Guard Strike Teams

The three Coast Guard Strike Force Teams provide specialized personnel and equipment to assist the FOSC in spill response, stabilization and containment of releases, etc. The strike force personnel are especially versed in air monitoring operations and high volume pumping operations. The Atlantic Strike Team is located in Fort Dix, NJ (609) 724-0008; the Gulf Strike Team located in Mobile, AL (205) 639-6601; and the Pacific Strike Team located in Novato, CA (415) 883-3311. The Strike Teams are managed by a fourth unit, the National Strike Force Coordination Center (NSFCC) which is located in Elizabeth City, NC (919)331-6000.

Section 542: Coast Guard Public Information Assist Team

The Public Information Assist Team (PIAT) is an element of the NSFCC staff which is available to assist FOSCs to meet the demands for public information during a response or exercise. Its use is encouraged any time the FOSC requires outside public affairs support. Requests for PIAT assistance may be made through the NSFCC at the above number or through the National Response Center.

Section 543: Marine Safety Center Salvage Team

The Coast Guard Marine Safety Center Salvage Team can offer technical guidance and independent assessment during marine fire fighting incidents, lightering and ballasting sequences, incidents associated with the stability issues, and damage control from a naval architect's perspective. The salvage team can also evaluate residual strength, estimate the amount of oil spilled or consumed by fire and predict the effects of tides on a stranded vessel. Staffed with Coast Guard naval architects, the team is deployable and on a 24 hour recall through the NSFCC.

Section 544: District Response Group (DRG) and District Response Advisory Team

The District Response Group (DRG) is a framework within each Coast Guard district for organizing district resources and assets to support USCG FOSCs during the response to a pollution incident. The core of the DRG is the District Response Advisory Team (DRAT), which coordinates DRG assets requested by the FOSC. This may include providing technical assistance, personnel and equipment, including the Coast Guard's prepositioned equipment.

Section 545: U. S. Navy SUPSALV

The U.S. Navy (USN) is the Federal agency most knowledgeable and experienced in ship salvage, shipboard damage control, and diving. The USN has an extensive array of specialized equipment and personnel available for use in these areas as well as specialized containment, collection, and removal equipment specifically designed for salvage related and open sea pollution incidents. To contact USN Supervisor of Salvage (SUPSALV), call (703) 602-2758 (Daytime), (703) 602-7527 (24 hour). CNO/N312 (703) 695-1150 - program manager

Section 546: NOAA Scientific Support Coordinator

Scientific Support Coordinators (SSCs) are designated by the OSC as the principal advisors for scientific issues. The SSC strives for a consensus on scientific issues, but ensures that differing opinions with the community are communicated to the OSC. The SSC within this area is provided by NOAA. The NOAA SSC is assigned to the Eight Coast Guard District Office in New Orleans and available through the District Command Center. The SSC and their support staff include expertise in environmental chemistry, slick/plume tracking, pollutant transport models, risk assessment for natural resources and environmental trade-offs for response strategies. The SSC provides scientific support for operational decisions and coordinates on-scene scientific activity. The SSC may also facilitate work with the lead administrative trustee for natural resource damage assessments.

Section 547: MSO New Orleans Hand Held Infra Red (HHIR) Camera Team

The Coast Guard MSO New Orleans has an HHIR team on call 24 hours to assist with Infra Red imaging. They have the capability of detecting oil and hazardous materials when they may not be readily apparent at night or in tanks and lines on vessels and facilities, etc. They specialize in tracking oil spills at night. The HHIR team is available through the MSO Operations Center at (504) 589-6261.

Section 550: Communications

Response agencies, companies, and organizations need to provide communications for their assets during a response. MSO New Orleans is equipped with a Marine Band radio in its Operations Center located in New Orleans. The Coast Guard has a system of high sites within Louisiana designed to provide VHF-FM and HF coverage throughout the COTP New Orleans zone. The Louisiana and Mississippi State Police are equipped with communications capabilities that cover their entire respective States.

Section 551: Coast Guard Marine Band VHF-FM Radio Frequency Allocations

The following radio frequencies have been established by the Coast Guard during responses:

Channel	Function
16	Distress, Safety
83A	Unified Command communications
81A	Coast Guard communications
21A/23A	Coast Guard search and rescue
82A	Operations communications
13	Navigation, Bridge to Bridge
67	LMR Bridge to Bridge

Section 552: Communications Plan

A communications plan must be developed and used throughout the response. At a minimum, the plan should list radio frequencies, telephone numbers, and pager numbers for the:

- ◆ Command Staff.
- ◆ General Staff.
- ◆ Staging Area Managers.
- ◆ Branch Directors.
- ◆ Division/Group Supervisors.
- ◆ Strike Team/Task force Leaders.
- ◆ Contractors.

Section 553: Communications Equipment

Section 553.1: Eighth Coast Guard District Communications Equipment

◆ TCS 9200 Portable Satellite Terminal

Description: INMARSAT Standard A Service. Will support phone, fax, and computer communications. World-wide service between 70N and 70S.

Power Requirements: 150 - 318 Volts DC 90 - 240 Volts AC

Comments: Expensive to use, but extremely reliable and easy to operate. The only two dead spots related to this equipment are at the North and South Poles.

◆ AN/URC-94(V) HF/VHF-LO Transportable Transceiver

Description: Basically a HF transceiver. Very heavy and consists of many parts. Requires professional installation. Will operate from 1.5 to 29.999 Mhz and 30 to 79.999 Mhz.

Power Requirements: 24 Volts DC
110/230 Volts AC

Comments: Heavy, and difficult to assemble. Recommend this equipment only in a long term situation where no other solutions can be found.

◆ **SR-MP-25 Portable HF Transceiver**

Description: A portable HF transceiver. Will cover 2 to 14 Mhz with a 25 watt output.

Power Requirements: 110/230 Volts AC Battery (provided along with charger)

Comments: A very nice piece of gear in a backpack mode. Easy to use.

◆ **AN/PRC-77 VHF-LO Transceiver**

Description: A backpack radio that covers 30 to 75.95 Mhz.

Power Requirements: Battery (supplied)

Comments: Many state's agencies work in this band.

Section 553.2: Federal Agencies Communications Equipment

◆ **FAA Contingency Communications Support Team**

Description: Five suitcases (280 lbs) of portable equipment consisting of HF, VHF-FM transceivers, portable satellite, and cellular telephone equipment.

Power Requirements: Various

Comments: Duplication of CG equipment. FAA will send a team to operate with the equipment.

◆ **FEMA Emergency Vans**

Description: FEMA maintains various emergency communication vans with assortments of equipment mainly relying on HF.

Power Requirements: Various

Comments: None

Section 560: Temporary Storage, Treatment, Disposal

The disposal of contaminated waste associated with pollution response activities is a critical issue which must be addressed prior to the spill incident. The procedures for disposing of all contaminated waste from a spill must be in place to ensure safe, proper and legal disposal of these products. Louisiana and Mississippi DEQs are responsible for providing guidance on all disposal issues, including storage and transportation. State permits are required for generating,

storing, transporting and disposing of nonhazardous and hazardous waste. DEQs also are responsible for issuing State permits to dispose of oils or hazardous wastes during removal operations.

Section 561: Disposal Process

The disposal process follows a series of steps. In general, the following events should occur.

- ◆ Identify the pollutant and classify as hazardous or non-hazardous. (Note: Identification of material should not delay the next step).
- ◆ Notify proper federal, state and local authorities.
- ◆ Review federal, state and local laws/regulations.
- ◆ Calculate the volume of oil or hazardous substance for disposal.
- ◆ Identify disposal options and/or locations (on site vs. offsite); consider recycling or reclamation.
- ◆ Obtain necessary permits.
- ◆ Secure transportation for product disposal.
- ◆ Outline the disposal plan.

Section 562: Hazardous Waste Definition

The Responsible Party is responsible for identifying and classifying as hazardous or nonhazardous all recovered products. If the product or its classification is unknown, laboratory testing must be done to determine the chemical makeup and the potential hazards. If the Responsible Party is unknown or unable to determine these factors, the state DEQ will use its access to federal samples taken by the Coast Guard to conduct testing.

The Resource Conservation and Recovery Act (RCRA), 40 CFR 261, contains a list of hazardous wastes. If the waste is listed in this section or if it is mixed with a listed waste, it is treated as non-exempt hazardous waste. If the waste is not listed, the generator must test the waste to determine if it exhibits any of the four hazardous characteristics. The following is a brief explanation of these characteristics, but 40 CFR 261.20-24 should always be referenced when making this determination. If the waste exhibits any of these four characteristics, it is considered hazardous waste.

- ◆ **Ignitability.** Flash point less than 140 F and/or it is an oxidizer.
- ◆ **Corrosivity.** pH is less than or equal to 2 or greater than or equal to 12.5.
- ◆ **Reactivity.**
 1. Normally unstable and readily undergoes violent change without detonating.
 2. Reacts violently with water.
 3. Forms explosive or toxic mixture with water.
 4. Capable of detonation if subjected to a strong initiating source.

5. Readily capable of detonation or explosion at standard temperature and pressure.

- ◆ **Toxicity.** Contains a concentration of contaminants at or above the allowable level established in Table 1 of 40 CFR 261.24.

A hazardous material may or may not become a hazardous waste after it is released. If the material can be recovered and used as intended, it may still be classified as hazardous but not as a waste. If the material is classified as a waste, a sample must be drawn and tested to determine if it is a hazardous waste. If it is declared a known hazardous waste by knowledge of process, testing is not required; however, the nonhazardous status cannot be deduced without testing. Testing requirements can be found in Title 40 of the Code of Federal Regulations (CFR) Part 261, and 40 CFR 264.13.

Section 563: Supporting Regulations

- ◆ RCRA applicability: 40 CFR 262.11.
- ◆ EPA identification numbers: 40 CFR 262.12.
- ◆ Manifests: 40 CFR 262.20-23.
- ◆ Permitted disposal facilities: 40 CFR 262.20.
- ◆ Packaging, labeling, marking, and placarding: 40 CFR 262.30-33.
- ◆ Tracking manifests and retaining records: 40 CFR 262.40-44

Note: OSCs are not subject to the reporting requirements of 40 CFR 262.41-43.

- ◆ Transportation of hazardous waste: 40 CFR 263.

Section 564: Nonhazardous Oilfield Waste (NOW)

Waste streams generated by the exploration, production, or drilling of hydrocarbons are classified as Nonhazardous Oilfield Waste (NOW) and are exempted from RCRA regulations. Exempted wastes are unique in that they may be disposed of in non-RCRA permitted facilities.

Section 565: Oil and Hazardous Waste Disposal Check List

Date/Time: _____

Completed: _____

1. Identify the pollutant and begin the classification process to determine if it is a non-hazardous or hazardous material or waste. (Note: Identification of the pollutant should not delay step 2.)
 - a. Use 40 CFR 261.2, 261.4(a) and 260, Appendix 1 Figure 1 to determine if it is a solid waste.
 - b. If it is a solid waste, use 40 CFR 261.3, 261.4(b) and 260, Appendix 1 Figure 2 to determine if it is a hazardous waste. If it is a hazardous waste, RCRA laws will apply for the material from "cradle to grave."

- c. If the waste is a hazardous waste, use 40 CFR 261.5 and 260, Appendix 1 Figures 3 & 4 to figure out if the hazardous waste has any special provisions.
2. Call State Department of Environmental Quality (DEQ) (and Department of Natural Resources (DNR) for Non-hazardous Oilfield Waste (NOW)). Inform them of the spill and request assistance for storage, transportation and disposal issues. Have them help determine:
 - a. Storage options
 - b. Transportation options
 - c. Authorized transportation companies
 - d. Disposal/Recycling options (on-site/off-site)
 - e. Authorized disposal facilities

Note: If it is a non-hazardous solid waste, disposal at any industrial landfill is acceptable; however, DEQ must still be notified in accordance with their notification procedures. Additionally, all applicable state storage and transportation requirements must be followed. Maintain a file of the original disposal receipts.

3. Calculate the volume of oil or hazardous substance for disposal. Determine the amount of:
 - a. Waste oil/chemicals
 - b. Debris
 - c. Oiled/contaminated sorbents
 - d. Oily/contaminated water
 - e. Contaminated soil
4. Obtain and submit necessary paperwork and permits to the appropriate state agency. The agency will inform you of the required paperwork upon your notification of the spill/release to them.
5. Secure transportation for product disposal. Ensure appropriate shipping papers are completed.
6. Complete the disposal plan and submit to DEQ and USCG OSCR for approval.
7. Complete shipping manifest.
8. Transport and dispose of waste IAW approved plan.
9. Clean or rehabilitate the staging and storage sites if required.
10. Receive and maintain copy of manifest signed by disposal facility.

Section 570: Ordering, Receiving, Issuing

Section 571 Coordination of Resource Order

The Unified Command is responsible to direct and approve resources ordered to the incident. Each agency will normally be responsible to process resource orders in accordance with their own procurement regulations. The Supply Unit of the Logistics Section coordinates requests, seeks approval to order additional resources from the Unified Command, identifies sources of supply, and coordinates with the Finance Section for contracting and procurement funding.

Section 571.1. Single Point Resource Ordering

Control of incident resource orders through a single point has many advantages, but may not be possible at larger incidents, or at incidents where different agencies have jurisdiction. Single point ordering may overwhelm the dispatch center or Supply Unit, and can conflict with internal agency ordering procedures.

Section 571.2: Multipoint Resource Ordering

Coordination of incident resource orders from several different dispatch centers or locations may be needed to meet the requirements of large or complex incidents. Multipoint ordering coordination is often used when several different agencies must order resources at the same time. The role of the Unified Command in approving resource orders is key to coordinating resource orders for different agencies. Unless fully coordinated from one location at the incident Command Post, resource orders may easily be duplicated.

Section 572: Receiving

Personnel and equipment arriving at the incident must follow check-in procedures to inform the Resource Status Unit (RESTAT) of their arrival. Resources reporting directly to an incident assignment and immediately starting to work must report their arrival to RESTAT. Aircraft arriving at the incident may need to check-in by radio.

Section 572.1: Supply Base

Supplies and equipment ordered for the incident must be received at a location specified by the Supply Unit. Arriving shipments need to be checked and inspected. Security needs to be adequate to ensure the supplies are adequately stored and maintained. An inventory must be maintained as supplies arrive and are issued. Establishment of a Supply Base and assignment of a Supply Manager is advantageous for large incidents. The Supply Base may take the form of a row of shipping containers or trucks parked in a secure location. A warehouse or tent may be designated as the Supply Base.

Section 573: Issuing

Incident specific procedures for issuing supplies may need to be established by the Unified Command. Agency representatives may be authorized to sign for supplies issued, and contractor foremen can be used to distribute supplies to large task forces/teams. The issuing system needs to be able to account for the inventory of supplies while delivering the right material and equipment to authorized responders.

Section 580: Additional Resources

Section 581: Oil Spill Removal Organizations

OSRO	Telephone #
All Waste Environmental P.O. Box 52141 New Orleans, LA 70152 BOA Contract	(504) 393-7661
American Pollution Control, Inc. 130 E. Kaliste Saloom Road Lafayette, LA 70508 BOA Contract	(318) 234-4590
CENAC Environmental Services P.O. Box 2617 141 Bayou Dularge Rd. Houma, LA 70361 BOA Contract	(504) 851-5350
CET Environmental Services 13120 Carrere Court New Orleans, LA 70129	(504) 254-3555
Garner Environmental Services 19701 Chef Menteur HWY New Orleans, LA 70129 BOA Contract	(504) 254-2444 cellular (504) 453-4143 fax (504) 254-3004
Haliburton Services-Clean Gulf Assoc P.O. Box 3647 Lafayette, LA 70502	(318) 374-7749
Industrial Cleanup Inc. Rusty Johnson 1213 River Rd. Westwego, LA 70094 BOA Contract	(504) 436-0883 (504) 436-3140 (504) 535-2697
Laidlaw Houston Frazier Sales Rep. 16016 Perkins Rd. Baton Rouge, LA 70810 BOA Contract	(504) 756-2570 (504) 292-6727
MARATECH USA, Inc. P.O. Box 460 Broussard, LA 70518-0480 BOA Contract	(318) 364-3880
Marine Oil Recovery P.O. Box 422 Belle Chase, LA 70037 BOA Contract	(504) 393-1330
Miller Environmental Services	(512) 883-8726

P.O. Box 5233
4260 Beacon Street
Corpus Christi, TX 78405
[BOA Contract](#)

National Response Corporation (713) 977-9951
112000 Westheimer, Suite 850
Houston, TX 77042
[BOA Contract](#)

Oil Mop, Inc. (318) 364-5373
3815 Commercial Drive (800) 642-6227
New Iberia, LA 70560
[BOA Contract](#)

OHM Remediation Services Corp. (225) 925-5604
8281 Goodwood Blvd, Suite A
Baton Rouge, LA 70806
[BOA Contract](#)

OVAC, Inc. (318) 436-4144
P.O. Box 16584
Lake Charles, LA 70616
[BOA Contract](#)

Riedel-Peterson Environmental Services (504) 254-3600
President
14101 Old Gentilly, Rd.
New Orleans, LA 70129
[BOA Contract](#)

Rubark Environmental Services, Inc. (504) 944-9965
2801 Frenchmen St.
New Orleans, LA 70122
[BOA Contract](#)

Superior Well Services, Inc. (504) 393-7774
1503 Engineers Road
P.O. Box 6220
Belle Chase, LA 70037-0000
[BOA Contract](#)

Section 582: HAZMAT Response Resources

Section 582.1: Contractors

All Waste Environmental (504) 393-7661
P.O. Box 52141
New Orleans, LA 70152
[BOA Contract](#)

American Pollution Control, Inc. (318) 234-4590
130 E. Kaliste Saloom Road
Lafayette, LA 70508
[BOA Contract](#)

CENAC Environmental Services P.O. Box 2617 141 Bayou Dularge Rd. Houma, LA 70361 BOA Contract	(504) 851-5350
CET Environmental Services 13120 Carrere Court New Orleans, LA 70129	(504) 254-3555
Haliburton Services-Clean Gulf Assoc. P.O. Box 3647 Lafayette, LA 70502	(318) 374-7749
Industrial Cleanup Inc. 1213 River Rd. Westwego, LA 70094 BOA Contract	(504) 436-0883
Miller Environmental Services P.O. Box 5233 4260 Beacon Street Corpus Christi, TX 78405 BOA Contract	(512) 883-8726
Oil Mop, Inc. 3815 Commercial Drive New Iberia, LA 70560 BOA Contract	(318) 364-5373 (800) 642-6227
OHM Remediation Services Corp. 8281 Goodwood Blvd, Suite A Baton Rouge, LA 70806 BOA Contract	(225) 925-5604
OVAC, Inc. P.O. Box 16584 Lake Charles, LA 70616 BOA Contract	(318) 436-4144
Riedel-Peterson Environmental Services President 14101 Old Gentilly, Rd. New Orleans, LA 70129 BOA Contract	(504) 254-3600
Rubark Environmental Services, Inc. 2801 Frenchmen St. New Orleans, LA 70122 BOA Contract	(504) 944-9965
Superior Well Services, Inc. 1503 Engineers Road P.O. Box 6220 Belle Chase, LA 70037-0000 BOA Contract	(504) 393-7774

Section 582.2: Louisiana Parish Resources

Many Parishes have existing, detailed HAZMAT organizations and procedures. Most parishes have an emergency dispatch office for reporting hazardous substances releases. The following are phone numbers for the river and coastal parishes of southeastern Louisiana:

Parish	Number
Ascension	(504) 621-8300
East Baton Rouge	(225) 389-3035
Iberville	(504) 687-3553
Jefferson	(504) 349-5360
Orleans	(504) 483-2550
Plaquemines	(504) 682-0081
St Bernard	(504) 271-2501
St Charles	(504) 783-5050
St James	(504) 562-2200
St John	(504) 652-6338
St Tammany	(504) 892-4141
West Baton Rouge	(225) 343-9234

Section 582.2.1: Ascension Parish, LA

(To be developed)

Section 582.2.2: East Baton Rouge Parish, LA

(To be developed)

Section 582.2.3. Iberville Parish, LA

(To be developed)

Section 582.2.4: Jefferson Parish, LA

HAZMAT Unit

The Jefferson Parish hazmat unit is located at the intersection of Jefferson Highway and Shrewsbury Blvd in Metairie. Their hazmat response vehicle is normally used as a remote command post. Members of the hazmat team may conduct site entries for incident stabilization, however, entry by response personnel acting on behalf of the spiller is preferred. Cleanup action is handed off to hazmat cleanup contractors. Jefferson Parish has a standing contract with Thompson Environmental Management to conduct cleanup for hazmat incidents. The Jefferson Parish hazmat unit conducts the following duties:

- ◆ Establish site safety plan including control of hot, warm, and cold zones.
- ◆ Oversee site entry for initial assessment.
- ◆ Oversee site entry for site stabilization.

- ◆ Designate zones for public evacuation.
- ◆ Designate zones for closing air space.
- ◆ Activate the parish EOC.

Jefferson Parish Fire Departments

There are nineteen fire departments in Jefferson Parish. All fire departments initially respond to an incident. The fire departments handle only minor incidents such as diesel fuel spilled on the highway. Their response actions are limited to the initial assessments (passive) and defensive action. Once determined to be beyond their capabilities, the fire chief will alert the hazmat team. Once relieved as incident commander, the fire chief will assume a support role.

Jefferson Office of Emergency Management (OEP)

OEP is a coordinating entity for Jefferson Parish during the event of any serious emergency. During a hazmat incident, OEP liaisons between the hazmat team, state and federal agencies, and the parish government. OEP operates an Emergency Operations Center (EOC) located at 1887 Ames Blvd in Marerro. The EOC is co-located with the 911 dispatch office, the Westbank division of the Sheriffs Office, and an EMS office. The EOC will coordinate operations/logistics for responders during a large incident. When requested by the hazmat team or State Police, the EOC will coordinate public evacuations with the Jefferson Parish Sheriffs Office.

Section 582.2.5: Orleans Parish, LA

New Orleans Fire Department (NOFD) Hazmat Unit

The NOFD is the lead agency for hazmat response in Orleans Parish. NOFD will normally respond with a hazmat team unit and a fire engine unit. An initial command post will be set up at the hazmat supervisor's response vehicle. NOFD has a mobile command post which may be used as appropriate. The NOFD will conduct site entries for site assessment and incident stabilization. Cleanup actions are usually handed off to hazmat response contractors. The NOFD will normally conduct the following duties:

- ◆ Establish site safety plan including.
- ◆ Control of hot, warm, and cold zones.
- ◆ Conduct site entry for initial assessment.
- ◆ Conduct site entry for site stabilization.
- ◆ Designate zones for public evacuation.
- ◆ Designate zones for closing air space.

New Orleans Department of Emergency Management (OEP)

OEP is a coordinating entity for the city of New Orleans and Orleans Parish during the event of any serious emergency. During a hazmat incident, OEP liaisons between the NOFD, state and local enforcement agencies, and the city/parish governments. OEP will coordinate logistics for

state/local responders during a large incident. As requested by the NOFD or State Police, OEP will coordinate public evacuations with the NOPD. OEP manages the operation of the Emergency Broadcast System (EBS) within the parish (the EBS may play a critical role in any large scale hazmat incident). OEP has an Emergency Operations Center (EOC) located at City Hall. Current plans call for the EOC to act as a "support" coordination center, however, this could possibly be used as a command center.

New Orleans Police Department

The NOPD implements evacuations for public safety. The NOPD also enforces site security when requested. These duties are normally conducted by the NOPD "traffic division".

Section 582.2.6. Plaquemines Parish, LA

(To be developed)

Section 582.2.7. St Bernard Parish, LA

(To be developed)

Section 582.2.8. St Charles Parish, LA

FEMA has designated St. Charles Parish as an extremely high risk area. St. Charles Parish, encompassing both banks of the Mississippi River from Mile 115 (west of Kenner) to Mile 132 (west of Reserve), contains twenty petrochemical plants, five major railways, five major highways, and a nuclear power plant. The vessels which are moored or traverse the Mississippi River pose additional hazards to the parish (a daily average of 173 vessels).

St. Charles Mutual Aid Association

The St. Charles Mutual Aid Association has developed a close association between the parish EOC and each participating member. Each petrochemical plant in the parish is a member, and others include the railways (such as Union Pacific) and the Waterford Nuclear Plant. Each member has its own chemical response task force that is equipped to handle the emergencies contained within their plant. The task forces will conduct assessment, stabilization, and cleanup operations. Each member has direct communications with other members and the EOC. All members provide shared personnel and resources as needed.

St. Charles Emergency Operations Center (EOC)

The St. Charles EOC is staffed and managed by the St. Charles Office of Emergency Preparedness. The EOC is located in the parish courthouse in Hahnville, LA. The EOC is manned twenty-four hours a day, seven days a week. The EOC can be contacted on VHF-FM channel "16" or at (504) 783-5050. The EOC is reported to have excellent communications capabilities. Their 200 foot radio tower provides them with excellent VHF-FM coverage along the river between New Orleans and Baton Rouge. They also have the equipment to monitor all police and fire department communications (800 MHZ systems). All chemical incidents, with the exception of incidents occurring on the Mississippi River, are reported directly to the EOC. The EOC staff is activated when an "alert" level incident is reported. Each response agency will send representatives to the EOC, including a representative from the responsible party. All response operations will be coordinated from the EOC, including the following:

- ◆ Dispatch of local fire departments and sheriffs office.
- ◆ Management of resources for parish/mutual aid members.

- ◆ Coordination of requests for state/federal assistance.
- ◆ Implementation of protective actions.
- ◆ Operation of the Emergency Broadcast System.

Local Fire Departments

There are nine fire departments within St. Charles Parish. Each department has a fire chief who is trained in hazmat incident response and a team of hazmat responders capable of stabilizing an incident.

St. Charles Sheriff's Department

The Sheriff's Department has been trained to conduct an initial assessment of chemical incidents caused by transportation related accidents. This assessment is strictly passive in nature and is quickly relayed to the EOC. The Sheriffs Office will remain on-scene until relieved by the local fire chief. The Sheriffs Office is responsible for carrying out protective actions implemented by the EOC.

Port of Southern Louisiana (SOLA PORT)

The Port has two fireboats which can be used during an incident on the river in St. Charles Parish. The fireboats, the RESCUE RUNNER and the JOHN JAMES CHARLES, are co-located at the Port's waterfront office in Reserve, LA.

Section 582.2.9: St James Parish, LA

St. James Parish, encompassing both banks of the Mississippi River from Mile 145 (Lutcher) to Mile 167 (Sunshine Bridge) contains eleven petrochemical plants, three major railways, and numerous major highways. The vessels which are moored or traverse the Mississippi River pose additional hazards to the parish.

St. James Mutual Aid Association

Each member has its own chemical response task force that is equipped to handle the emergencies contained within their plant. The task forces will conduct assessment, stabilization, and cleanup operations. Each member has direct communications with other members and the EOC. All members provide shared personnel and resources as needed.

St. James Emergency Operations Center (EOC)

The St. James EOC is staffed and managed by the St. James Office of Emergency Preparedness. The EOC is located in the parish courthouse in Convent, LA. The EOC is manned twenty-four hours a day, seven days a week. The EOC can be contacted on VHF-FM channel "16" or at (504) 562-2200. The EOC has excellent communications capabilities including VHF-FM and 800 MHZ systems to monitor police, fire department, and marine radio traffic. All chemical incidents, with the exception of incidents occurring on the Mississippi River, are reported directly to the EOC. The EOC staff is activated on a "case by case basis" depending upon the severity of the incident. Operations may be shifted to an onsite command post from the EOC

depending upon the capabilities of the onsite facility and the nature of the incident. Response operations coordinated from the EOC include:

- ◆ Dispatch of local fire departments and sheriffs office.
- ◆ Management of resources for parish/mutual aid members.
- ◆ Coordination of requests for state/federal assistance.
- ◆ Implementation of protective actions.
- ◆ Operation of the Emergency Broadcast System.

Emergency Broadcast System (EBS)

In the event of any incident requiring protective action, the EOC will activate the warning sirens in the appropriate areas and will broadcast instructions on the EBS. This system allows for a rapid transfer of information from the affected industry to government officials to the public.

Local Fire Departments

There are six fire departments within St. James Parish. The fire chiefs have limited hazmat response experience. None of the fire departments have a fully equipped hazmat team, however, many of the volunteers have hazmat training from their primary job at the petrochemical plants. The fire departments assist with public safety and defensive response actions, however, the parish relies heavily on the mutual aid and the LA state police hazmat team for site entry responders.

St. James Sheriff's Department

The Sheriff's Department has been trained to conduct an initial assessment of chemical incidents caused by transportation related accidents. This assessment is strictly passive in nature and is quickly relayed to the EOC. The Sheriff's Office is responsible for carrying out protective actions implemented by the EOC.

Section 582.2.10: St John Parish, LA

St. John Parish, encompassing both banks of the Mississippi River from Mile 131.5 to Mile 144, contains six petrochemical plants, several major railways and highways, and a nuclear power plant. The vessels which are moored or traverse the Mississippi River pose additional hazards to the parish.

St. John Mutual Aid Association

Each petrochemical plant in the parish is a member, and others include the railways (such as Union Pacific) and the Waterford Nuclear Plant. Each member has its own chemical response task force that is equipped to handle the emergencies contained within their plant. The task forces will conduct assessment, stabilization, and cleanup operations. Each member has direct communications with other members and the EOC. All members provide shared personnel and resources as needed.

St. John Emergency Operations Center (EOC)

The St. John EOC is staffed and managed by the St. John Office of Emergency Preparedness. The EOC is located in the parish courthouse in LaPlace, LA. The EOC is manned twenty-four hours a day, seven days a week. The EOC can be contacted at (504) 652-6338. The EOC has excellent communications capabilities. They have equipment to monitor police and fire department communications (800 MHZ systems), as well as VHF-FM. All chemical incidents, with the exception of incidents occurring on the Mississippi River, are reported directly to the EOC. The EOC staff is activated when an "alert" level incident is reported. All response operations will be coordinated from the EOC, including:

- ◆ Dispatch of local fire departments and sheriff's office.
- ◆ Management of resources for parish/mutual aid members.
- ◆ Coordination of requests for state/federal assistance.
- ◆ Implementation of protective actions.
- ◆ Operation of the Emergency Broadcast System.

Parish Hazmat Team

The EOC manages the parish hazmat team which consists of approximately thirty volunteer workers. These responders are capable of stabilizing an incident and/or assuming the role of incident commander. Two team members are sent to all hazmat incidents requiring a response.

Local Fire Departments

There are four fire departments within St. John Parish. Only one fire chief has been trained in hazmat incident response and none of the fire departments have a hazmat team. Fire departments will send an engine company to assist the parish hazmat team with passive defensive actions.

St. John Sheriff's Department

The Sheriff's Department has been trained to conduct an initial assessment of chemical incidents caused by transportation related accidents. This assessment is strictly passive in nature and is

quickly relayed to the EOC. The Sheriffs Office will remain onscene until relieved by the local fire chief. The Sheriffs Office is responsible for carrying out protective actions implemented by the EOC.

Section 582.2.11: St Tammany Parish, LA

(To be developed)

Section 582.2.12: West Baton Rouge Parish, LA

(To be developed)

Section 583: Air Services

Air Logistics Helicopters	(318) 365-6771
3921 Industrial Dr	(504) 395-6191
New Iberia, LA 70560	

CG Auxiliary Aircraft Pilot	(228) 255-7910
Jessie W. Stonecipher	
6515 Alakoko Dr.	
Bay St. Louis, MS 39520	

CG Auxiliary Aircraft Pilot	(504) 891-5457
Richard O. Powell	office (504) 865-5388
1203 Valence Street	PAGER: (504) 522-0660
New Orleans, LA 70115	WHEN ANS. DIAL *123*443
	THEN LV MSG

CG Auxiliary Aircraft Pilot	(504) 835-5882
Richard B. McConnell	home (504) 831-4743
459 Glendale Dr.	office (504) 488-5731
Metairie, LA 70001	beeper (504) 486-3258
	Mobile 491, Channel 21
	Pocket Pager: 522-0660,
	when ans. dial *123*281 lv m
	Pager in vehicle: 522-0660
	when ans dial *123*491 lv m

CG Auxiliary Aircraft Pilot	home (504) 834-0815
Joachim Wedekind	fax (504) 831-1761
3504 Metairie Heights Ave	cellular (504) 583-3861
Metairie, LA 70002	
Hanger C-2 at Lakefront Airport	(504) 242-7652

CG Auxiliary Aircraft Pilot	home (504) 383-3193
John E. Buie	office (504) 342-1574
1148 Richland Ave	beeper (800) 999-6710
Baton Rouge, LA 70806	cellular (504) 335-9994

Auxiliary Aircraft Pilot	home (504) 751-1920
Robert C. Hazey	office (504) 379-2221
16103 Malvern Hill	beeper (504) 379-0319
Baton Rouge, LA 70817	

MOBILE 4-10-21, CHANNEL 83

Million Air

Lakefront Airport
New Orleans, LA

(504) 241-2800

Section 584: Salvage Resources

Bisso Marine

Leon Ryder
General Manager
P.O. Box 4113
New Orleans, LA 70178
BOA Contractor

fax (504) 866-6341
(504) 865-8132

Naval Sea Systems Command

James C. Bladh
Head Operations Branch
Naval Sea Systems Command
Washington, DC 20362-5101

fax (703) 697-7403
(202) 697-7393

Smit American Salvage

Ed Hosking
Salvage Master
400 Sam Houston Pkwy. E.
Houston, TX 77060

fax (713) 931-2150
(713) 820-9734

Stanhope Hopkins Surveyor

Mr. Rose
P.O. Box 15141
New Orleans, LA 70175

(504) 593-8348

Section 585: Diver Resources

Bisso Marine

Leon Ryder
General Manager
P.O. Box 4113
New Orleans, LA 70178

fax (504) 866-6341
(504) 865-8132

Cal Dive International

P.O. Box 1016
Morgan City, LA 70381

fax (800) 237-5017
(504) 631-9708

Professional Divers, NOLA

Mile Willis
Operations Manager
2263 Telestar
Harvey, LA 70058

fax (504) 391-1351
(504) 394-1414

U. S. Navy

Mobile Diving & Salvage Unit2
Unit 60006, Little Creek, VA

night (800) 464-7433
(800) 363-4136

Underwater Services, Inc.	24 hour (225) 927-7131
Mr. Mark Smith	Dive Shop (225) 927-3483
P. O. Box 80678	
Baton Rouge, LA 70898	
 McKinney Towing & Fleeting	(225) 388-9846
2500 River Road	NOLA (504) 523-1533
Baton Rouge, LA 70802	
 National Marine, Inc.	(225) 343-9273
5127 N. River Road	NOLA (504) 525-5018
Port Allen, LA 70767	
 Val's Diving	(504) 394-6569
P. O. Box 880	
Marrero, LA 70072	
 Epic Divers	(504) 340-5252
1556 McArthur Avenue	
Harvey, LA 70058	
 H. J. Merrihue Diving & Salvage	24 hour (504) 466-2800
P. O. Box 23123	Baton Rouge (225) 343-0077
New Orleans, LA	
 Ocean Salvage Corporation	24 hour (504) 394-7131
2201 Concord Road	
Belle Chasse, LA 70037	
 Bisso Marine Company, Inc.	(504) 866-6341
P. O. Box 4113	
New Orleans, LA 70178	
 E. N. Bisso & Son, Inc.	(504) 861-3551
P. O. Box 4370	
New Orleans, LA 70178	
 Lea Diving & Salvage	(334) 432-4480
P. O. Box 314	
Mobile, AL 36601	
 Acadiana Divers & Salvage Corporation	(318) 232-8714
P. O. Box 90192	
Lafayette, LA 70509	
 Patton-Tully Transportation Company	24 hour (601) 636-7203
2200 Levee Street	
Vicksburg, MS 39180	

Section 586: Firefighting Resources

Ascension Parish – Donaldsonville 700 Lafourche Donaldsonville, LA 70346 Donaldsonville Fire Department		(504) 473-8686
Belle Chase Ferry M/V LOUISIANA		(504) 394-3541
Jefferson Parish Port Commission Harvey Canal Fire Boat		(504) 364-8336 (504) 349-5317
Kenner - Fire Department		(504) 467-2211
M/V Seariver Bayou State Baton Rouge, LA		(504) 335-3584 (504) 296-3618
New Orleans Harbor Police M/V DELUGE M/V GENERAL KELLY	24 hr	(703) 602-7527 (504) 525-9422
Plaquemine Parish - Port Authority M/V AUTHORITY I M/V AUTHORITY II		(504) 682-0081
Plaquemine Parish - Belle Chase Fire Department		(504) 394-3541
Plaquemine Parish - Jesuit Bend Fire Department		(504) 394-3541
Plaquemine Parish - Lake Judge Perez Fire Department		(504) 656-2121
Smit American Salvage 400 Sam Houston Pkwy. E. Houston, TX 77060	fax	(713) 931-2150 (713) 820-9734
St. Charles Parish – Destrehan Fire Department		(504) 764-6111
St. Charles Parish - St. Rose Fire Department		(504) 467-2071
USN Supervisor of Salvage (SUPSALV)	day	(703) 602-2758
Williams Fire and Hazard Control	24 hr	(281) 999-0276
Baton Rouge Parish Exxon Shipping P. O. Box 411 Baton Rouge, LA 70821		(225) 359-7711

Baton Rouge Parish
Petroleum Services
P. O. Box 3517
Baton Rouge, LA 70821

(225) 343-9802

New Orleans Area
Port of New Orleans

(504) 525-9422

Mississippi
U. S. Corps of Engineers

(601) 631-5335

Section 587: Special Permits

Section 587.1: Highway Transportation

Special or oversized equipment may be required during a response. Louisiana and Mississippi Departments of Transportation can ensure that equipment is transported according to applicable regulations, provide safe transportation routes, and can permit movements exceeding regulated size dimensions. Equipment (including vehicles, trailers) exceeding the following size dimensions generally require a permit:

- ◆ Overall Height 13'6"
- ◆ Width 8'
- ◆ Length 59'6"
- ◆ Rear Overhang 8'
- ◆ Front Overhang 4'

Points of Contact.

- | | | |
|-------------------|-------|---------------------|
| ◆ Louisiana DOT | 24 hr | (800) 645-1433 |
| ◆ Mississippi DOT | Day | (601) 944-9200/9209 |
| | Night | (601) 352-9100 |

The following information is needed when requesting a permit:

1. Vehicle dimensions.
2. Weight per axle.
3. Vehicle origin and destination.

Section 587.2: Resource Conservation Recovery Act (RCRA)

RCRA established national policy which mandated that hazardous waste will be treated, stored and disposed of so as to minimize the present and future threat to human health and the environment. As a regulatory statute it is designed to provide "cradle-to-grave" control of hazardous waste by imposing management requirements on generators and transporters of hazardous wastes and upon owners and

operators of treatment, storage and disposal (TSD) facilities. State and EPA permits are required to treat, store, and dispose hazardous waste. State DEQs are responsible for issuing RCRA permits within their respective states.

Section 587.3: Army Corps of Engineers

Army Corps of Engineering permits are not required during emergency containment and removal operations under the NCP. This includes dredging operations. However, the Army Corps of Engineers should be contacted to advise them of response operations.

Section 587.4: Levee Board

The Levee Board needs to be contacted if heavy equipment needs to be transported across levees. Levee Boards require that, upon completion of operations, the levees be restored to their original conditions. Points of Contact.

- ◆ Baton Rouge Levee Board - (504) 342-7436
- ◆ New Orleans Levee Board - (504) 283-3418

Section 588: Dispersant Stockpile

LOOP

Type of Dispersant	9527
Quantity	45,300 gallons
Type of Dispersant	ASI
Quantity	8,000 gallons
Location:	Galliano and Port Fouchon, LA
Storage:	2200 gallon mobile tanks
POC:	Cindy LaBlanc
Phone Number:	(504) 363-9299

ASI

Type of Dispersant	9527
Quantity	24,000 gallons
Location:	Bourg, LA
Storage:	2200 gallon mobile tanks
POC:	Howard Baker
Phone Number:	(504) 851-6391

EXXON USA

Type of Dispersant	9527
Quantity	800 Drums (55 Gallon)
Location:	Baytown, TX
Support	Clean Gulf CO-OP
POC:	Wayne Ichee

Phone Number:	(713) 656-2525
----------------------	----------------

NALCO/EXXON

Has enough raw materials to produce 11,000 gallons per day. This rate of production can be increased based on the severity of the spill.

Type of Dispersant	9500
Quantity	200 drums
Type of Dispersant	9527
Quantity	500 drums
Location:	Sugarland, TX
Storage:	
POC:	David Acker
Phone Number:	(713)263-7473

CLEAN GULF

Type of Dispersant	9527
Quantity	63 drums
Location:	Grand Isle, LA
Type of Dispersant	9527
Quantity	40 drums
Location:	Panama City, FL
POC:	Dick Armstrong
Phone Number:	(504)593-6724

Section 589: Burn Boom Locations

MSRC:

(318) 475-6400
500' Galveston, TX
500' Pascagoula, MS
500' Miami, FL

Oil Stop

(504) 347-8888
500' New Orleans, LA

Waste Control Service

(713) 457-6494
500' Houston, TX

TGLO

(512) 463-5195
500' Houston, TX
500' Corpus Christi, TX

Section 590: Special Consultants

Section 591: Dispersants

Merv Finges

Environment Canada
3439 River Road
Ottawa, Ontario, Canada
K1A043

Dr. Harry W. Parker, Ph.D.

Texas Tech University
Dept. of Chemical Engineering
P.O. Box 43121
Lubbock, TX 79409
(806) 742-3553

John P. Fraser

23 Hiburly Drive
Houston, TX 77204

S. L. Ross

717 Belfast Rd., Suite 200
Ottawa, Ontario, Canada

(713) 720-9224

Gordon P. Lindblom

14351 Carolcrest
Houston, TX 77079
(713) 497-1092

Jim O'Brien

OOPS, Inc
505 Weyer St
Gretna, LA 70053
(504) 394-0893

Clean Harbors

Dennis McCarthy
Lyndon, NJ
(908) 862-7500

Clean Caribbean COOP

Skip Prezelomski
Ft. Lauderdale, FL
(954) 983-9880

LOOP, Inc.

Cindy Gardner-LeBlanc
New Orleans, LA
(504) 363-9299

Clean Coastal Waters

Sean Torkleson
Long Beach, CA
(562) 432-1415

Hawaiian Independent Refinery/Clean

Kim Beasley
Honolulu, HI
(808) 845-8465

Clean Sound COOP, Inc.

Roland Miller
Rainier Beach, WA
(425) 744-0948

CISPRI (CIRO)

Doug Lentsch
Cook Inlet, AK
(907) 776-5129

K1GOZ4

(613) 232-1564

Ms. Bea Stong

16706 Dale Oak Way
Houston, TX 77058
(713) 488-1070

Delaware Bay COOP

Eugene Johnson
Lewes, DE
(302) 645-7861

Marine Spill Response Corp.

Austin Smith
Edison, NJ
(732) 346-2450

Clean Gulf Associates

Dick Armstrong
New Orleans, LA
(504) 593-6700

ITS Abasco Environmental Services

Mike Laberge
Houston, TX
(800) 242-7745

Clean Bay COOP

Steve Ricks
Concord, CA
(925) 685-2800

Clean Seas COOP

Darrel Waldron
Carpenteria, CA
(805) 684-3838

Alyeska COOP

Jeff Merrell
Anchorage, AK
(907) 834-6901

Marine Industry Resources-Gulf

Jim O'Brien
Houma, LA
(504) 368-9845

Section 592: Bio-Remediation

James R. Clark

Environmental Toxicologist
Exxon Biomedical Science

Parmely Pritchard

Environmental Toxicologist
USEPA

Mettlers Road
East Millstone, NJ 08875
(908) 873-6039

Dr. Carl Oppenheimer, Ph.D.
P.O. Box 5561
Austin, TX 78763
(512) 474-1016

Dr. Albert Venosa
Research Microbiologist
USEPA
26 W. Martin Luther King
Cincinnati, OH 45268
(513) 569-7668

Sabine Island
Gulf Breeze, FL 32561
(904) 934 9260

Charles R. Preiss
Research Director
4901 Milwee, Suite 108
Houston, TX 77092
(713) 956-4001

Section 593: In-Situ Burn

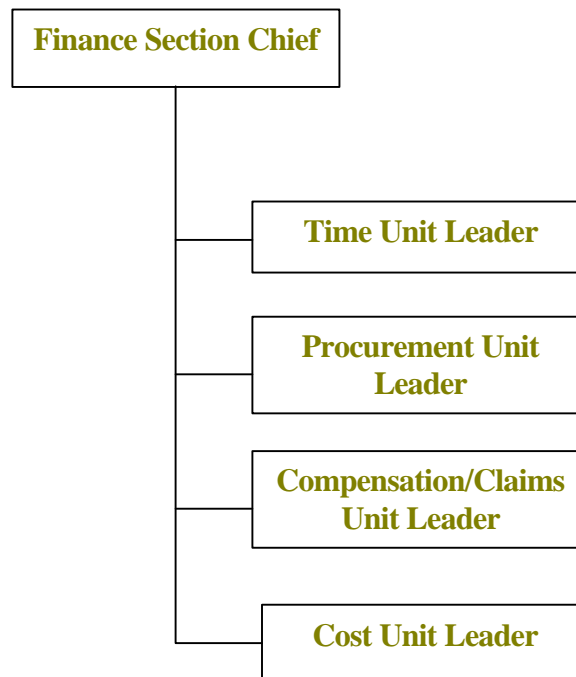
Mr. Alan A. Allen
SPILTEC
19220 N.E. 143rd Place
Woodinville, WA 98072
(206) 869-0988

Section 600

Finance

Section 610: Finance Organization

The Finance Section is responsible for all financial and cost analysis aspects of the response. Generally the Responsible Party (RP) and Coast Guard are responsible for managing their respective costs and funding. The FOSC Finance Section Chief will serve as the primary contact to the National Pollution Fund Center (NPFC) to coordinate response cost recovery actions, and will liaison with other federal, state, and local agencies whose assistance has been requested and approved by the FOSC.



Section 611: Finance Section Chief Responsibilities

The Finance/Administration Section Chief, a member of the General Staff, is responsible for all financial and cost analysis aspects of the incident and for supervising members of the Finance/Administration Section.

Responsibility	Completed
1. Attend planning meetings to gather information on overall strategy.	
2. Determine resource needs.	
3. Develop an operating plan for Finance/Administration function on incident.	
4. Prepare work objectives for subordinates, brief staff, make assignments, and evaluate performance.	
5. Meet with assisting and cooperating agency representatives as required.	
6. Provide input in all planning sessions on financial and cost analysis matters.	
7. Maintain daily contact with agency(s) administrative headquarters on finance matters.	
8. Ensure that all personnel time records are transmitted to home agencies according to policy.	
9. Participate in all demobilization planning.	
10. Ensure that all obligation documents initiated at the incident are properly prepared and completed.	
11. Brief agency administration personnel on all incident related business management issues needing attention and follow-up prior to leaving incident.	

Section 612: Time Unit Leader Responsibilities

The Time Unit Leader is responsible for equipment and personnel time recording.

Responsibility	Completed
1. Determine resource needs.	
2. Establish contact with appropriate agency personnel or representatives.	
3. Organize and establish Time Unit.	
4. Establish Time Unit objectives.	
5. Ensure that daily personnel time recording documents are prepared in compliance with time policies.	
6. Submit cost estimate data forms to Cost Unit as required.	
7. Provide for personnel time records security.	
8. Ensure that all records are current or complete prior to demobilization.	
9. Maintain Unit/Activity Log (ICS 214).	

Section 613: Procurement Unit Leader Responsibilities

The Procurement Unit Leader is responsible for administering all financial matters pertaining to vendor contracts.

Responsibility	Completed
1. Contact appropriate unit leaders on incident needs and any special procedures.	
2. Coordinate with local jurisdictions on plans and supply sources.	
3. Prepare and sign contracts and land use agreements as needed.	
4. Draft memorandums of understanding.	
5. Establish contracts with supply vendors as required.	
6. Interpret contracts/agreements and resolve claims or disputes within delegated authority.	
7. Coordinate with Compensation/Claims Unit on procedures for handling claims.	
8. Finalize all agreements and contracts.	
9. Coordinate use of imprest funds as required.	
10. Complete final processing and send documents for payment.	
11. Coordinate cost data in contracts with Cost Unit Leader.	
12. Maintain Unit/Activity Log.	
13. Establish liaison with MLCLANT (f) for any contacting support required.	

Section 614: Compensation/Claims Unit Leader Responsibilities

The Compensation/Claims Unit Leader is responsible for the overall management and direction of all Compensation for Injury Specialist and Claims Specialists assigned to the incident.

Responsibility	Completed
1. Establish contact with incident Safety Officer and Liaison Officer or Agency Representatives if no Liaison Officer is assigned.	
2. Determine the need for Compensation for Injury and Claims Specialists and other personnel if needed.	
3. Review Incident Medical Plan.	
4. Ensure that Compensation/Claims Specialists have adequate work space and supplies.	
5. Brief Compensation/Claims Specialists on incident activity.	
6. Coordinate with Procurement unit on procedures for handling claims.	
7. Ensure that all Compensation for Injury and Claims Logs and Forms are up to date and routed to the proper agency for post-incident processing prior to demobilization.	
8. Demobilize Unit in accordance with Demobilization Plan.	
9. Maintain Unit/Activity Log.	
10. If necessary, publish a claims phone number	

Section 615: Cost Unit Leader Responsibilities

The Cost Unit Leader is responsible for collecting all cost data, performing cost effectiveness analyses, and providing cost estimates and cost saving recommendations for the incident.

Responsibility	Completed
1. Coordinate with agency headquarters on cost reporting procedures.	
2. Obtain and record all cost data.	
3. Prepare incident cost summaries.	
4. Prepare resources-use cost estimates for Planning.	
5. Make recommendations for cost saving to Finance Section Chief.	
6. Maintain cumulative incident cost records.	
7. Ensure that all cost documents are accurately prepared.	
8. Complete all records prior to demobilization.	
9. Maintain Unit/Activity Log.	

Section 620: Federal Funds

Section 621: CERCLA

The primary purpose of the Comprehensive Environmental Response Compensation and Liabilities Act (CERCLA) fund is to provide the authority and a source of financing for the Federal Government's removal and monitoring costs after a hazardous substance release occurs or threatens to occur into the environment.

CERCLA funds may be used by the FOSC when the following conditions exist:

- ◆ The material is a hazardous substance, pollutant, or containment that may present an imminent and substantial danger to the public health or welfare.
- ◆ The material is released, or there is a substantial threat of release, into the environment.
- ◆ The responsible party is not taking proper removal actions.

Section 622: Oil Spill Liability Trust Fund

The Oil Spill Liability Trust Fund (OSLTF) was established under provisions of Oil Pollution Act of 1990. The primary purpose of this fund is to provide a source of financing for the Federal Government's removal and monitoring costs after an oil discharge occurs or threatens to occur. The OSLTF may be accessed when a cleanup is deemed feasible and when any of the following conditions exist:

- ◆ The discharger is unknown.
- ◆ The discharger does not initiate a prompt and/or proper cleanup.
- ◆ The discharger is unwilling to undertake necessary response actions.

- ◆ Coast Guard monitoring costs (authorized expenses) exceed \$500 in incremental costs. For federally funded cleanups, the USCG will seek cost recovery from the responsible party for payment of all cleanup cost in order to reimburse the OSLTF.

The OSLTF is available for:

- ◆ All removal costs consistent with the NCP.
- ◆ Cost incurred by trustees for assessing damage to natural resources and developing and implementing restoration, rehabilitation, replacement, and acquisition plans.
- ◆ Economic damages.
- ◆ Administrative, operational, and personnel costs associated with OPA 90.

Discovery, initial assessment, notification, and certain USCG monitoring expenses are considered normal operational expenses of the USCG and are not reimbursable by the Fund. However, even when the responsible party is properly conducting the cleanup and no contract costs are anticipated, the FOSC can access the Fund. The Fund should not pay for search and rescue (SAR), fire fighting, or costs attributable to other CG mission areas, unless those costs are incidental to a primary objective to a pollution incident, nor may the Fund be accessed for the removal of pollutants discharged from a vessel or facility owned or operated by the U.S. When the discharge is from an unknown or non-federal source and impacts federal lands or property, the Fund may be used. The Fund may also be used for damages to natural resources, including the cost of any damage assessment.

Section 630: Contracting and Procurement

Responding agencies and companies shall follow their respective contracting and procurement policies during all phases of response operations.

Section 640: Cost Documentation

All Oil Spill Liability Trust Fund users need to collect and maintain comprehensive documentation to support all actions taken. Documentation shall be sufficient to support full cost recovery for resources utilized and shall identify the source and circumstances of the incident, the responsible party, and impacts and/or potential impacts to public health and welfare and the environment. Detailed instructions for documentation and cost recovery of spills may be found in the National Contingency Plan (40 CFR 300).

Section 650: State Government Access to the OSLTF

State government access to the Fund provides an avenue for agencies to receive Federal funds for immediate removal costs resulting from their response to actual or threatened discharges of oil. Generally, there are two other avenues which the agencies may initiate to obtain Federal funding for oil spill incident removal actions:

Acting as a FOSC Contractor

State or local agencies may perform removal actions under the direct supervision of the FOSC. In these situations, the FOSC issues a Pollution Funding Removal Authorization (PFRA) to the agency to establish a contractual relationship and obligate the OSLTF.

Claims

OPA 90 authorizes use of the OSLTF for the payment of claims for uncompensated removal costs consistent with the National Contingency Plan or uncompensated damages. States or local agencies may submit claims for uncompensated removal costs, which may include those salaries, equipment, and administrative costs directly related to a specific incident. An agency may submit claims for removal costs directly to the OSLTF even if the responsible party is known. Claims other than for removal costs must first be submitted to the designated responsible party.

Section 651: Eligibility Considerations.

The following will be evaluated by the FOSC when contacted by the State requesting funds:

- ◆ Is the incident eligible for immediate removal under the Clean Water Act, as amended by OPA?
- ◆ Is the substance discharged or threatening discharge of oil?
- ◆ Is the aggregate amount of the request equal to or less than \$250,000?
- ◆ Are the proposed actions consistent with the NCP?
- ◆ Are the proposed level of response, proposed actions, and amounts requested appropriate for the circumstances?
- ◆ Has the State the means to complete immediate removal?

Section 652: Costs Incurred Before FOSC Contact

Immediate removal costs involving a specific oil discharge incident which, due to exigent circumstances, were incurred by the State prior to the initial request to the FOSC for State access, are allowable under State Access if the FOSC determines that:

- ◆ Notification is timely.
- ◆ The response was consistent with the magnitude of the incident.
- ◆ Costs incurred were reasonable and allowable under the circumstances.

Section 653: Contacting the FOSC

The Governor or designated State official shall request access to the fund from the FOSC who is pre-designated for the area of the incident. The best method for contacting the FOSC is the telephone, because it allows for discussions and conference-calling.

Section 654: Evaluation by FOSC

Considering the NCP, the FOSC determines whether or not the proposed removal actions are eligible for funding. The decision by the FOSC is final. The FOSC may respond as follows:

- ◆ If the FOSC concludes that the incident is not eligible for Federal removal under the NCP, that any of the above criteria were not met, or otherwise does not find State Access to be the appropriate removal mechanism for the incident, the FOSC will deny the request for State Access. The FOSC may conclude that the incident is eligible for removal under the NCP, but that a Federally led response for removal is more appropriate for the situation. In this event, the FOSC may decide to use State resources through contract. Whenever a request for State Access is denied for any reason, the FOSC will, by the next business day following the decision, notify the NPFC Case Management Division and the District (m) office of the request and the specific reason(s) for denial.
- ◆ If the FOSC concludes that all the criteria are fulfilled and that State Access to the fund is the best method to address the incident, the FOSC may then approve the request for State Access and contact the cognizant Coast Guard District for assignment of a case specific Federal Project Number (FPN), execute a PFRA and assign a removal action funding ceiling. The FOSC is responsible for ensuring that the State official is expeditiously informed of the FPN and ceiling. At this point the State may begin incurring costs against the FPN/ceiling.

Section 655: Pollution Funding Removal Authorization

A "Pollution Funding Removal Authorization" documents the cooperative agreement between the State and the Coast Guard. Upon receipt of the notification of the Coast Guard assignment of the FPN/ceiling, the NPFC case officer will forward the Pollution Funding Removal Authorization and a certifications package to the State official. The State official should contact the NPFC case officer listed in the Authorization if any questions arise.

Section 655.1: Sample Pollution Removal Funding Authorization

FEDERAL/STATE OIL DISCHARGE REMOVAL AUTHORIZATION

Recipient Agency: _____

Address: _____

1. Purpose

This document obligates the Oil Spill Liability Trust fund (Fund) for the payment to Recipient State for certain removal costs incurred in response the following pollution incident:

_____, FPN# _____

This funding authorization is contingent upon the Recipient's compliance with the requirements contained herein, the National contingency Plan (40 CFR 300), 33 CFR 133, and 49 CFR Parts 18, 20, 29, and 90.

2. Approved Functions and Pay Limits

Payment will be made only for actions that are consistent with the initial authorization or approved in advance by the FOSC. Approval may be verbal or written. Assessment, restoration, rehabilitation, or replacement of Natural Resources damaged by the spill are not covered.

Maximum limit of authorization: \$ _____.

3. Conditions

See attached page(s) for specific conditions, dates of performance, direction, or approvals.

4. Period of Authorization

This authorization shall remain in effect until the designated State official notifies the FOSC and NPFC that the immediate removal has been completed or the FOSC terminates Federal funding of the immediate removal.

5. Payment Procedure

The Recipient State will submit the required documents in accordance with 33 CFR Part 133 upon completion of removal activities.

The Coast Guard may deobligate the Fund for payment of any costs for which proper documentation has not been received within 90 days following the date of the completion of the immediate removal.

6. Hold Harmless and Indemnify

By performing any action or seeking any reimbursement under this funding authorization, the Recipient State agrees to indemnify and hold harmless the United States of America, and all it's departments and agencies, including without limitation the U. S. Coast Guard and the Oil Spill Liability Trust Fund ("United States"), with respect to any and all suits, actions and claims, of whatever kind or nature, arising from or relating to the Recipient's actions, omissions, or other involvement in this spill. Recipient State further agrees to waive any rights of action and/or claims which it may have against the United States arising from or relating to it's actions, omissions, or other involvement in this spill.

7. No Agency

Nothing in this funding authorization is intended to create an agency relationship between the Recipient State and the United States of America (or any of its departments, agencies, or employees). Nor shall anything in this funding authorization be construed as creating an agency relationship. By performing any action seeking any reimbursement under this funding authorization, the Recipient State agrees that it has not been authorized to act as an agent of the United States, and shall not act in any such capacity.

8. Accounting Data

Document Control Number: _____

9. Points of Contact

A. _____ Tel () _____ Fax () _____
FOSC

B. _____ Tel () _____ Fax () _____
Recipient State Representative

C. _____ Tel () _____ Fax () _____
NPFC Case Officer

10. Authorizing Official

Signature: _____

Title: _____ Date: _____

Attachments: No _____ Yes _____

AMENDMENT TO STATE OIL DISCHARGE REMOVAL AUTHORIZATION

Issued To (Recipient State): _____

By (NPFC Case Officer): _____

Date of Original Authorization: _____

FPN# of Original Authorization: _____

The Authorization cited above is amended as follows:

Document Control Number (if applicable): _____

Authorizing Official:

Signature: _____

Title: _____ Date: _____

Section 656: Reimbursable Activities

No agency's expenses are reimbursable unless a federal removal activity has been declared, the Fund has been activated, and those agency services have been requested by the FOSC. The following types of removal costs incurred by federal, state or local agencies, and authorized by the FOSC, may be reimbursed from the Fund:

- ◆ Costs incurred by government industrial facilities, including charges for overhead.
- ◆ Actual costs for which an agency is required or authorized by law to obtain full reimbursement.
- ◆ Costs incurred during removal activities not normally funded by regular appropriations, including:
 - ❖ Transportation costs incurred in delivering equipment to and from the scene.
 - ❖ Travel and per diem for personnel required to deploy and maintain agency owned equipment.
 - ❖ Replacement costs for expendable materials provided and utilized, including fuel for vessels, aircraft, or vehicles used at the FOSC's request in support of response activities.
 - ❖ Supplies, materials, and minor equipment procured specifically for recovery activities.
 - ❖ Incremental operating and contract costs incurred in providing assistance to the FOSC.
 - ❖ Rental costs, as approved by the parent agency, for nonexpendable removal and support equipment including the refurbishment, repair and replacement costs.
 - ❖ Salaries of personnel not routinely part of response efforts but specifically requested by the FOSC.
 - ❖ Travel and per diem for RRT members to attend meetings specifically convened to provide FOSC support during federally funded oil discharge removal.

Section 660: Claims

Claims are authorized to be presented to the OSLTF for certain uncompensated removal costs or uncompensated damages resulting from a discharge of oil or the substantial threat of discharge of oil into the navigable waters of the United States. Detailed information for recovery of claims can be found in the National Contingency Plan (40 CFR 300) or the National Pollution Funds Center Claimant's Information Guide 1-800-280-7118. The purpose of the Claimant's Information Guide is to assist those who have suffered these type of damages in the preparation and the presentation of claims to the Oil Spill Liability Trust Fund.

The categories of uncompensated losses covered by the OSLTF include:

- ◆ Removal costs.
- ◆ Real or personal property damages.

- ◆ Loss of profits or earning capacity.
- ◆ Loss of subsistence.
- ◆ Loss of government revenues.
- ◆ Cost of increased public services.
- ◆ Damages to natural resources.

Two common scenarios for submitting claims to the OSLTF are:

1. The source of the spill is designated.

- ◆ The responsible party advertises for claims.
- ◆ Claimants submit claims to the responsible party.
- ◆ If the responsible party denies the claim or fails to settle it within 90 days, the claimant may submit the claim to the OSLTF.

2. The source of the spill cannot be designated.

- ◆ The NPFC advertises for claims.
- ◆ Claimants may submit claims to the OSLTF.

Section 670: Damage Assessment Procedures

Damage assessment procedures are conducted by Natural Resource Trustees. Trustees may, pursuant to section 107(f) of CERCLA, or section 311(f)(5) of the Clean Water Act, take the following or other actions as appropriate:

- ◆ Conduct a preliminary survey of the area affected by the discharge or release to determine if trust resources under their jurisdiction are, or potentially may be, affected.
- ◆ Cooperate with the FOSC in coordinating assessments, investigations, and planning.
- ◆ Carry out damage assessments.
- ◆ Devise and carry out a plan for restoration, rehabilitation, replacement, or acquisition of equivalent natural resources. In assessing damages to natural resources, the federal, state, and Indian tribe trustees have the option of following the procedures for natural resource damage assessments located in 43 CFR part 11.

The Coast Guard does not conduct damage assessment for the purpose of preparing claims for damages against the CERCLA fund, or Clean Water Act, nor does it carry out restoration activities for damages to natural resources caused by releases. Within the context of removal, however, response personnel may conduct activities of a similar nature. The OSC may carry out limited damage assessment actions to establish priorities for cleanup in the event that numerous areas are impacted by a large release. The OSC may also conduct damage assessment in support of efforts to determine the appropriate extent of a removal. With regards to restoration, the OSC

may repair unavoidable damages to natural resources and to private property when those damages result from necessary removal actions.

Appendix I

Baton Rouge: MM 168 - 265

Geographic Information Maps

The following maps view the Baton Rouge area from MM 168 - 265 on the Mississippi River. The maps include essential information that would be used in the event of an oil spill. Information included in the maps are staging areas, collection points, and water intake sites,. These maps also include features such as major roadways, major cities, river milemarkers, and hospitals within the response area. A large area map is provided in the beginning to identify the section of the Mississippi River and the following maps are divided as described below:

- ◆ **Overview:** Overview of the Baton Rouge Corridor
- ◆ **Staging Areas:** Divided into 20 mile sections of the river
- ◆ **Collection Points:** Divided into 20 mile sections of the river
- ◆ **Water Intakes:** Divided into 20 mile sections of the river
- ◆ **Point St. Clair:** (large point left from other maps)

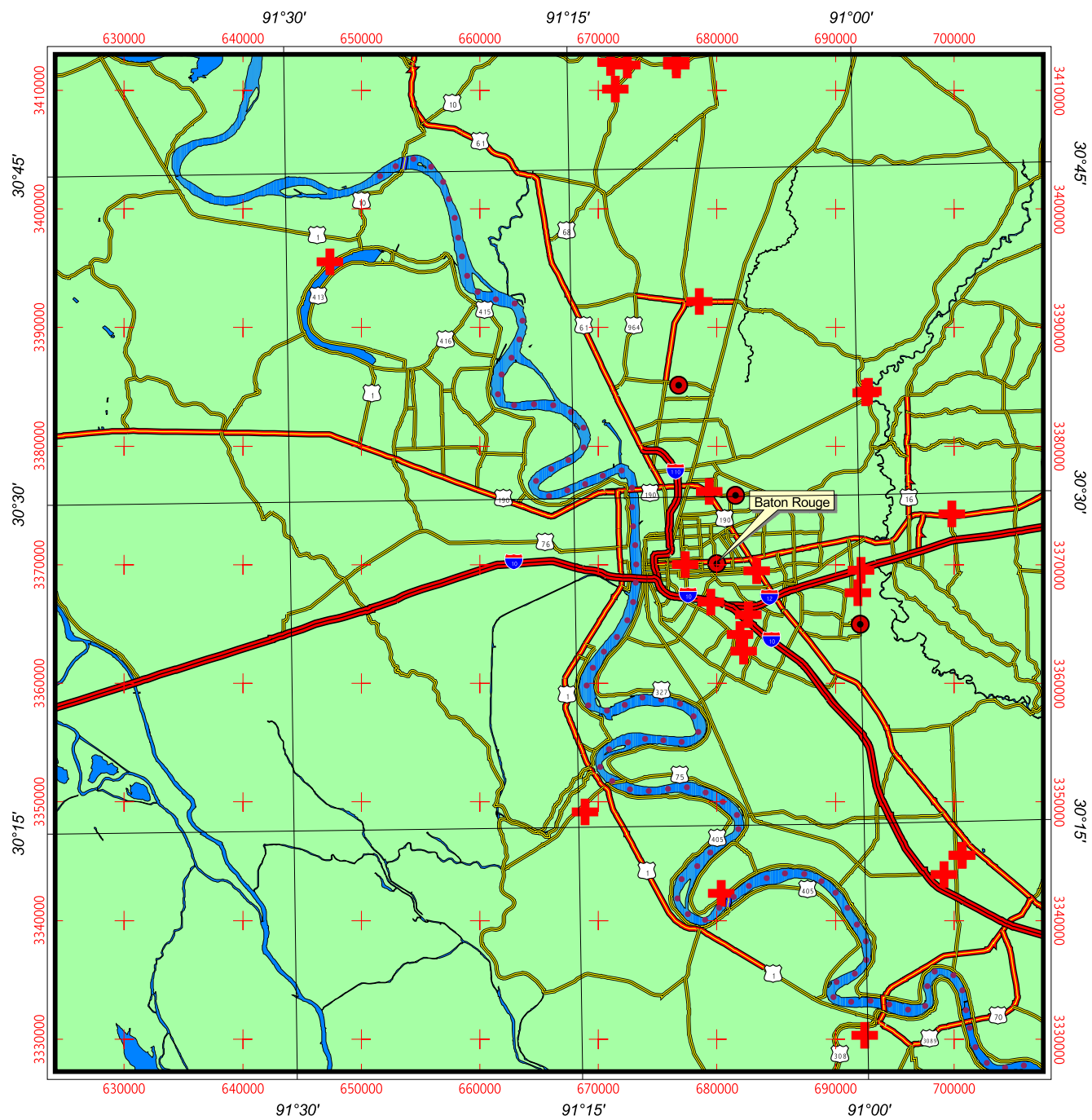
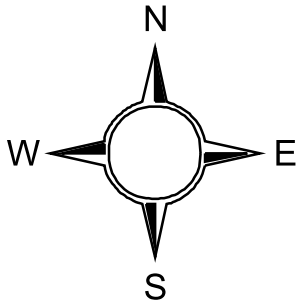
MSD Baton Rouge

Scale 480,000

Overview

key

- Milemarker
- Cities
- + Hospitals
- Interstates
- Roads**
 - Primary road with limited access
 - Primary road
 - Secondary and connecting road
 - Local road
 - Road, major and minor categories unknown
 - Ferry crossing
- Roads**
- Water
- United States**
 - Louisiana
 - Mississippi



MSD Baton Rouge

Staging Areas

MM 190 - 168

Scale 125,000

Key



Collection Points



Water Intakes



Staging Areas

Milemarker



Cities



Hospitals

Interstates

Roads

Primary road with limited access

Primary road

Secondary and connecting road

Local road

Road, major and minor categories unknown

Ferry crossing

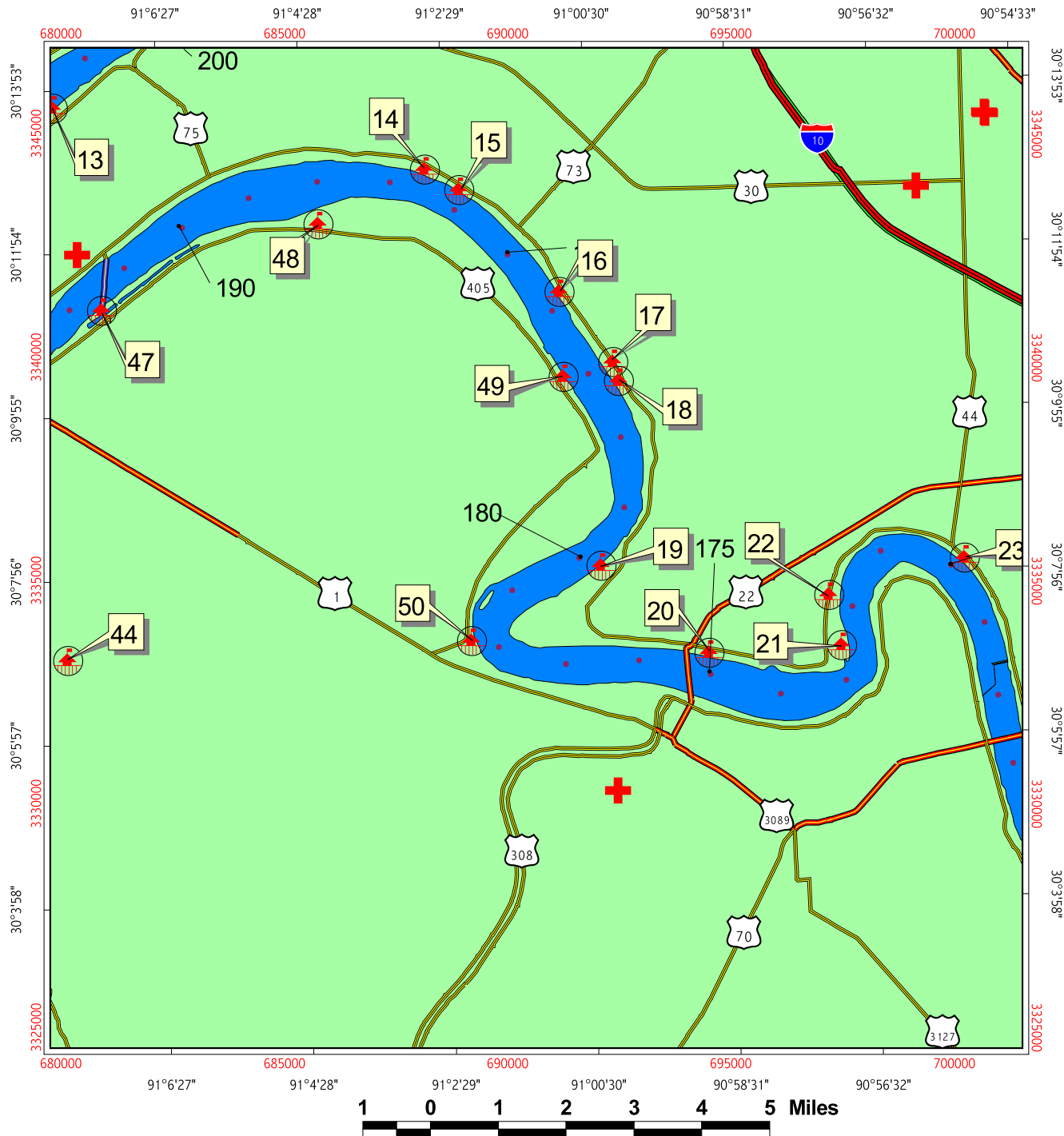
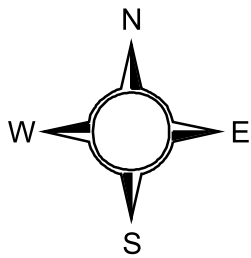
Roads

Water

United States

Louisiana

Mississippi



MSD Baton Rouge

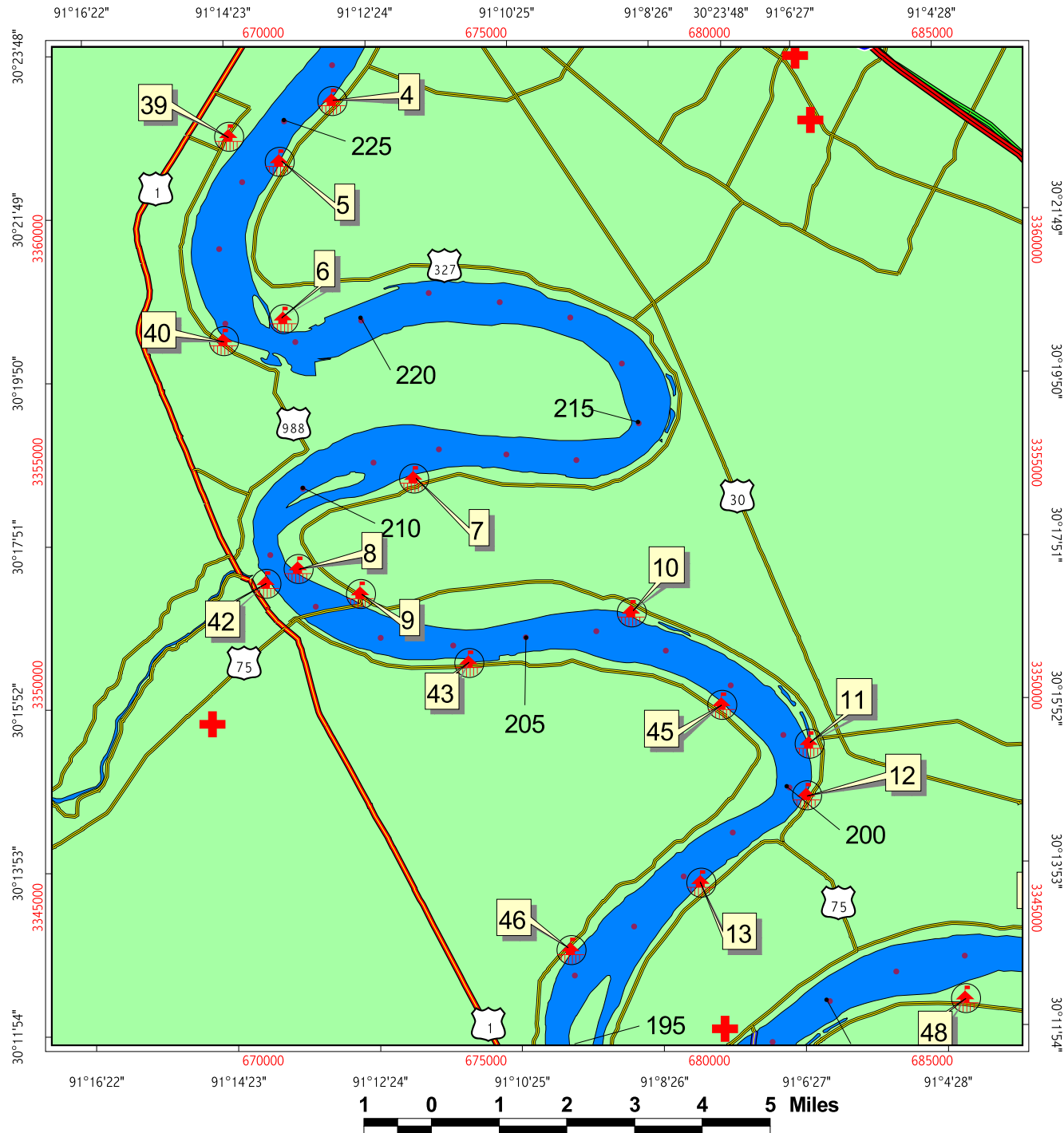
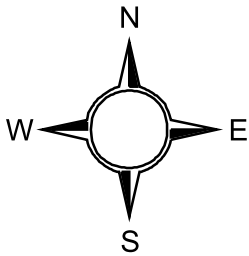
Staging Areas

MM 225 - 190

Scale 125,000

Key

-  Collection Points
-  Water Intakes
-  Staging Areas
-  Milemarker
-  Cities
-  Hospitals
-  Interstates
- Roads**
 -  Primary road with limited access
 -  Primary road
 -  Secondary and connecting road
 -  Local road
 -  Road, major and minor categories unknown
 -  Ferry crossing
- Roads**
 -  Water
- United States**
 -  Louisiana
 -  Mississippi



MSD Baton Rouge

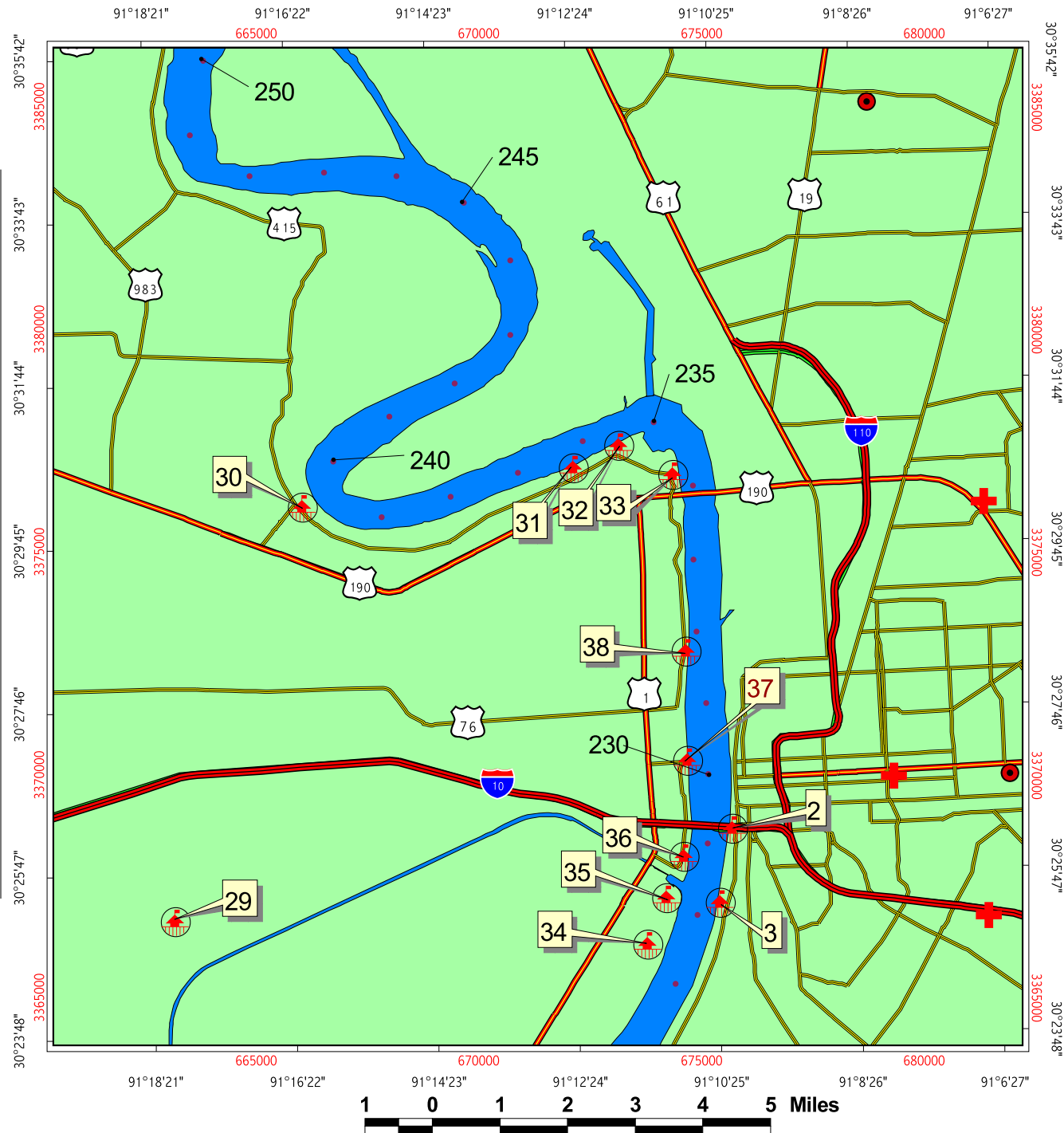
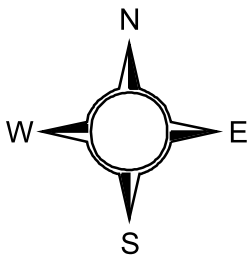
Staging Areas

MM 250 - 225

Scale 125,000

Key

-  Collection Points
 -  Water Intakes
 -  Staging Areas
 -  Milemarker
 -  Cities
 -  Hospitals
 -  Interstates
- #### Roads
-  Primary road with limited access
 -  Primary road
 -  Secondary and connecting road
 -  Local road
 -  Road, major and minor categories unknown
 -  Ferry crossing
- #### Roads
-  Water
- #### United States
-  Louisiana
 -  Mississippi



MSD Baton Rouge

Staging Areas

MM 265 - 250

Scale 125,000

Key



Collection Points



Water Intakes



Staging Areas



Milemarker



Cities



Hospitals



Interstates

Roads



Primary road with limited access



Primary road



Secondary and connecting road



Local road



Road, major and minor categories unknown



Ferry crossing

Roads



Water

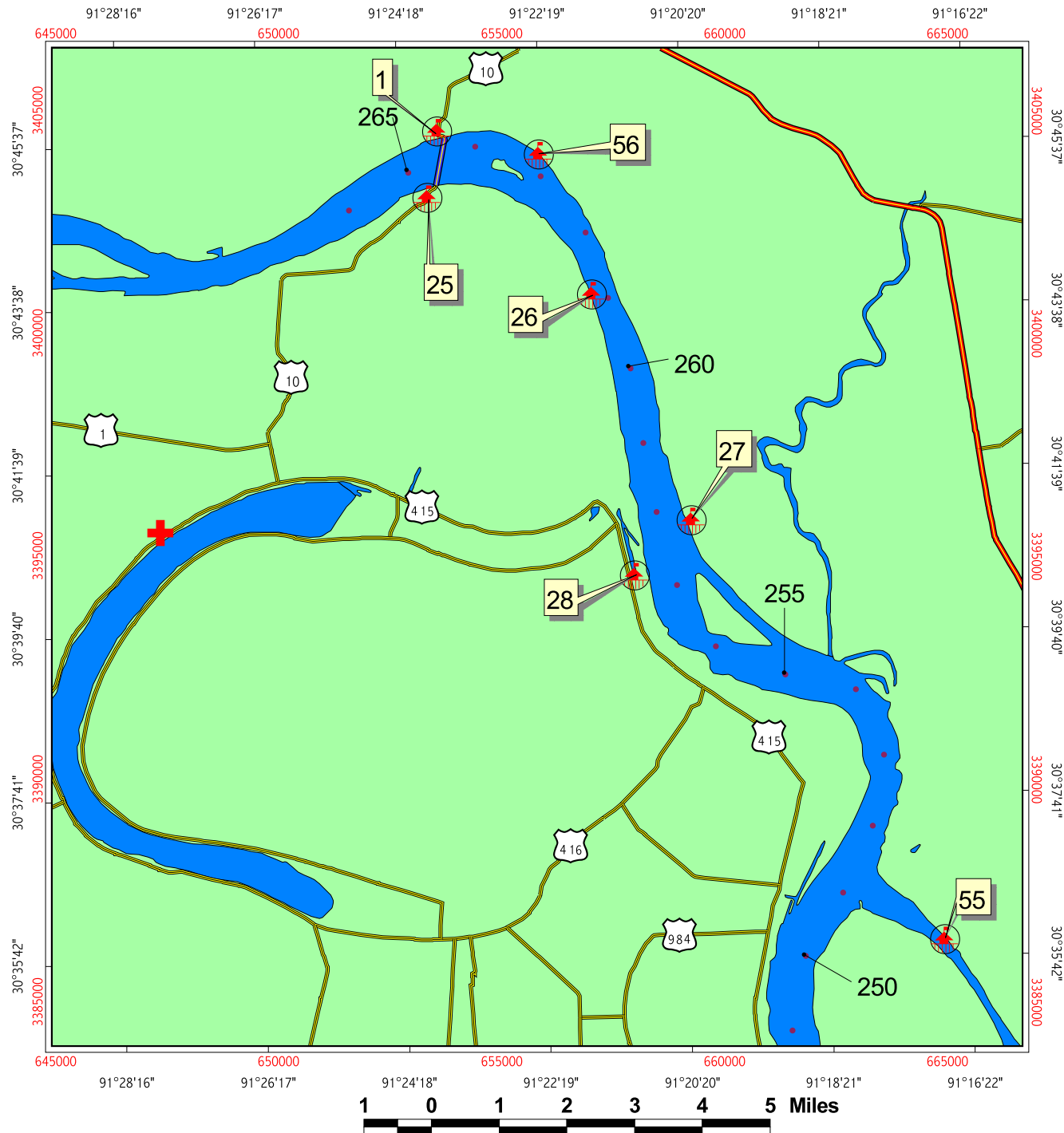
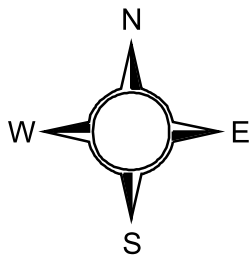
United States



Louisiana



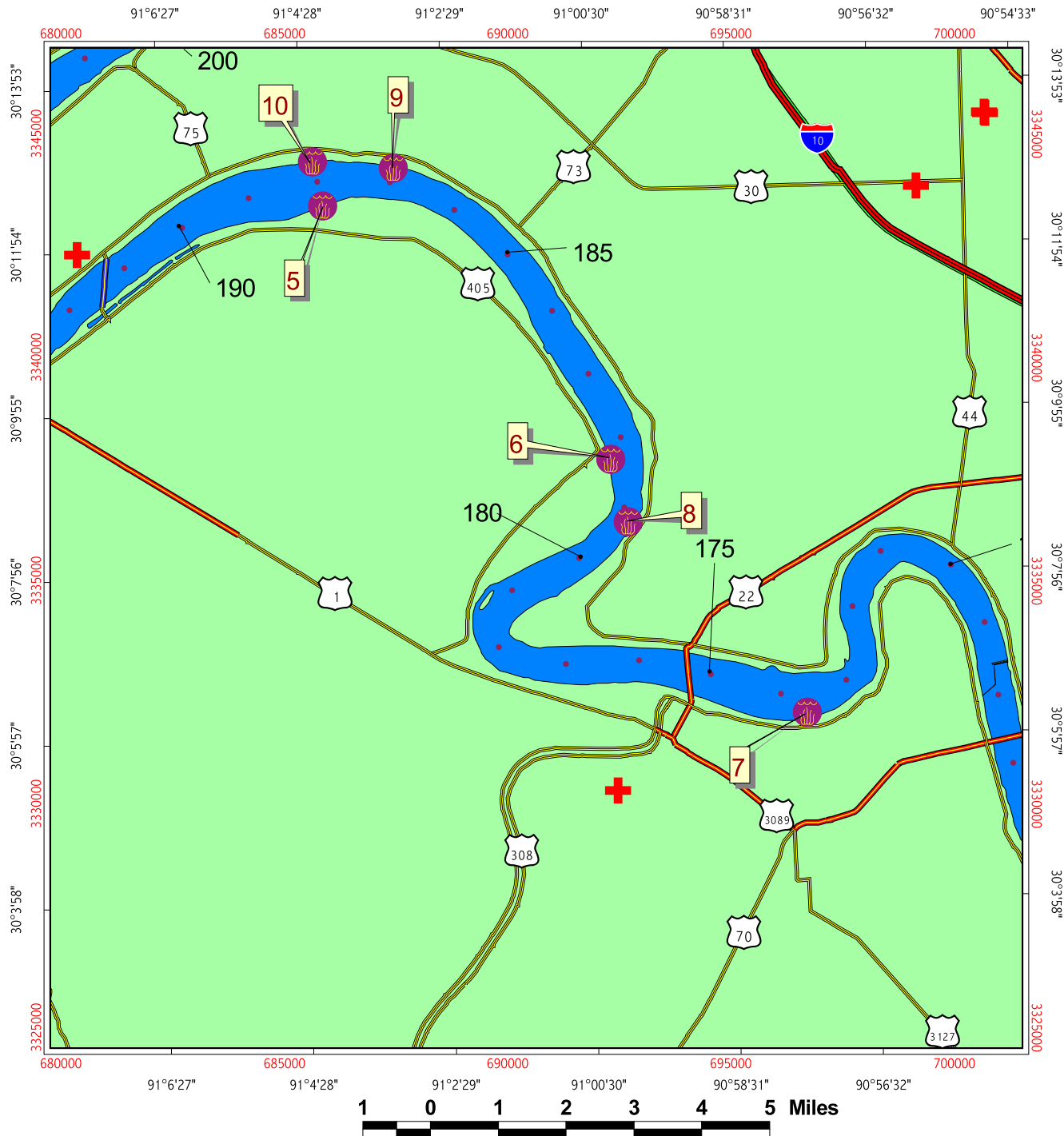
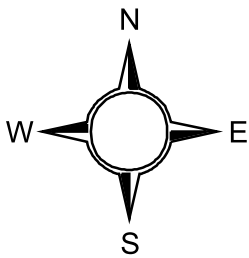
Mississippi



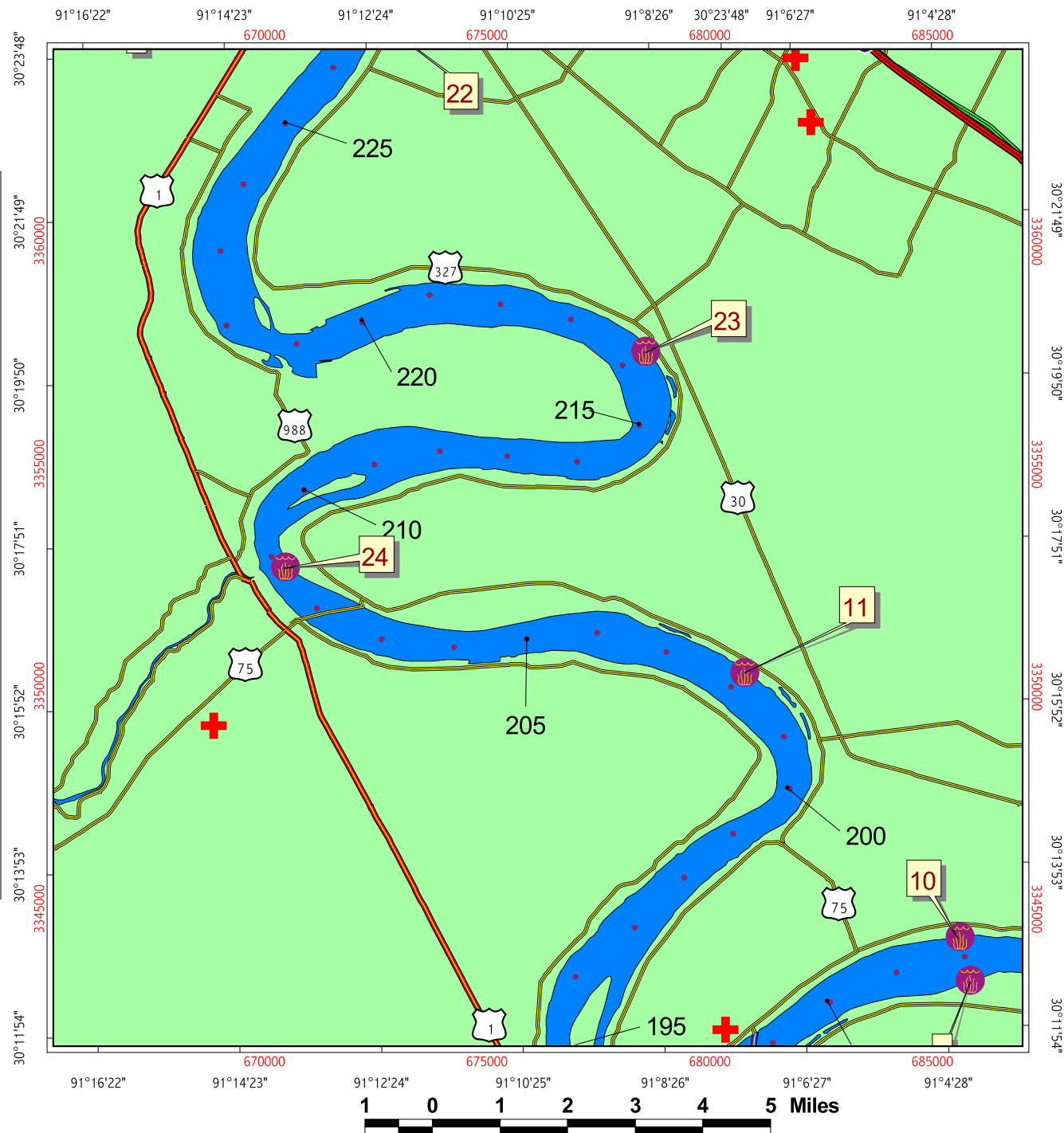
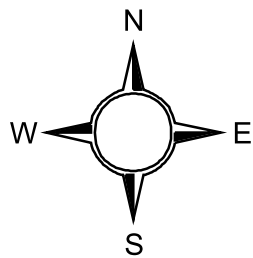
MSD Baton Rouge Collection Areas MM 190 - 168 Scale 125,000

Key

-  Collection Points
-  Water Intakes
-  Staging Areas
-  Milemarker
-  Cities
-  Hospitals
-  Interstates
- Roads**
-  Primary road with limited access
-  Primary road
-  Secondary and connecting road
-  Local road
-  Road, major and minor categories unknown
-  Ferry crossing
- Roads**
-  Water
- United States**
-  Louisiana
-  Mississippi



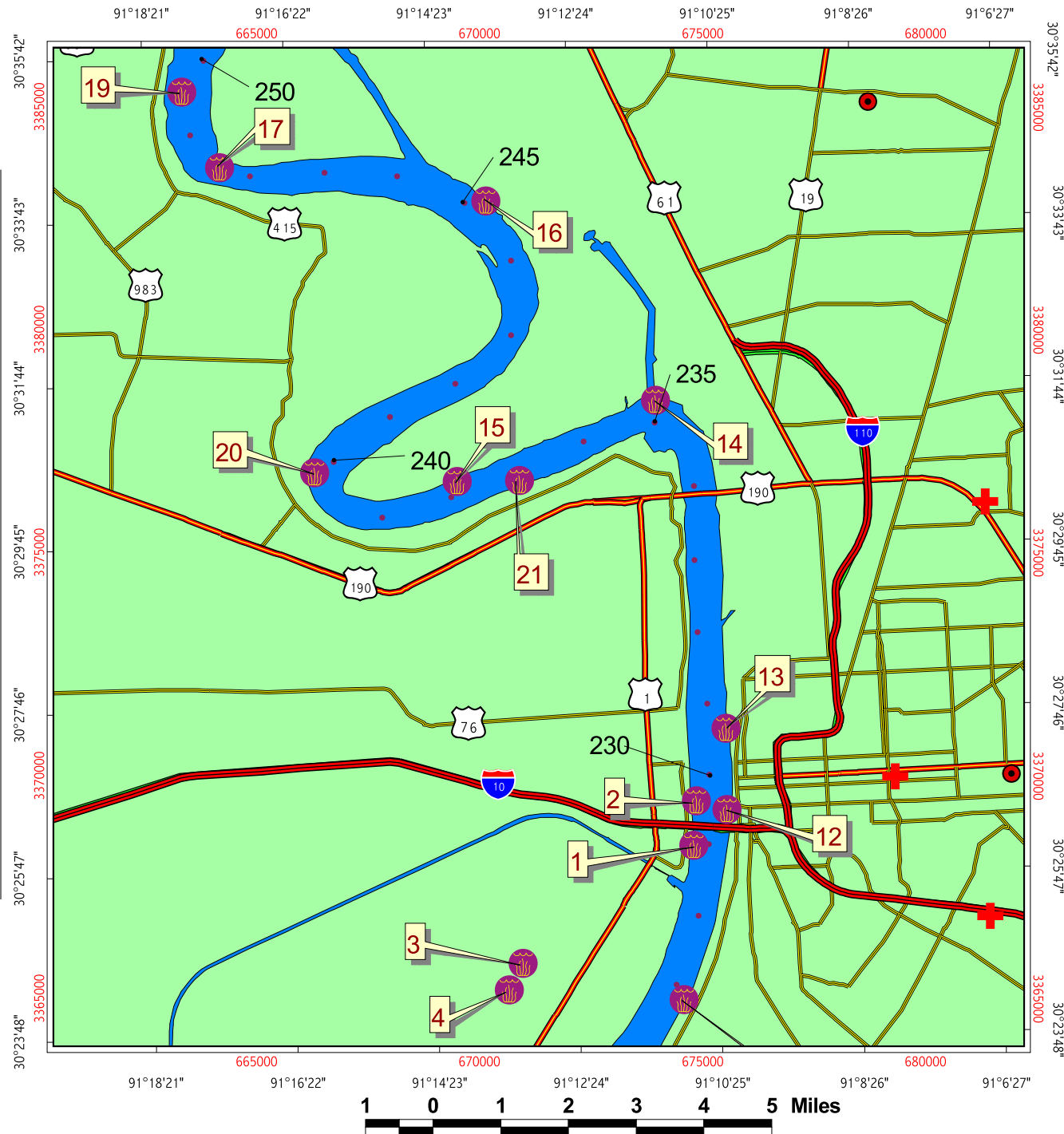
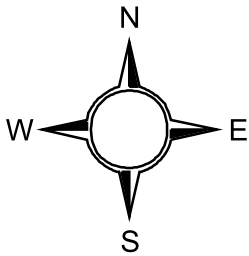
**MSD Baton Rouge
Collection Areas
MM 225 - 190
Scale 125,000**



MSD Baton Rouge Collection Areas MM 250 - 225 Scale 125,000

Key

-  Collection Points
-  Water Intakes
-  Staging Areas
-  Milemarker
-  Cities
-  Hospitals
-  Interstates
- Roads**
-  Primary road with limited access
-  Primary road
-  Secondary and connecting road
-  Local road
-  Road, major and minor categories unknown
-  Ferry crossing
- Roads**
-  Water
- United States**
-  Louisiana
-  Mississippi



MSD Baton Rouge Collection Areas MM 265 - 250 Scale 125,000

Key



Collection Points



Water Intakes



Staging Areas

Milemarker



Cities



Hospitals

Interstates

Roads

Primary road with limited access

Primary road

Secondary and connecting road

Local road

Road, major and minor categories unknown

Ferry crossing

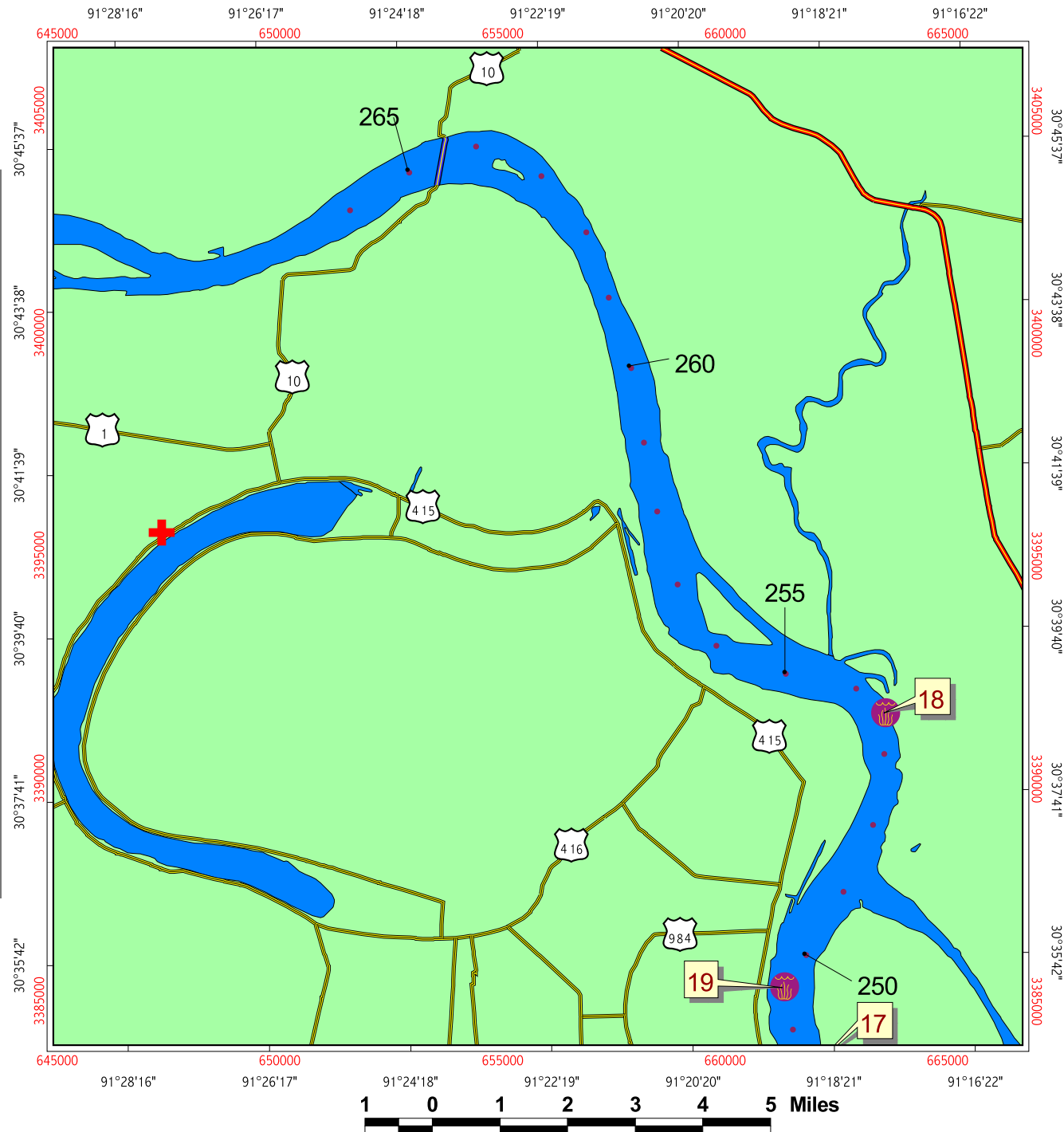
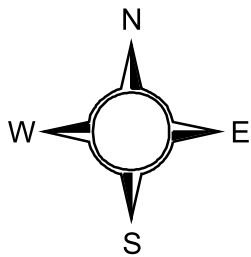
Roads

Water

United States

Louisiana

Mississippi
















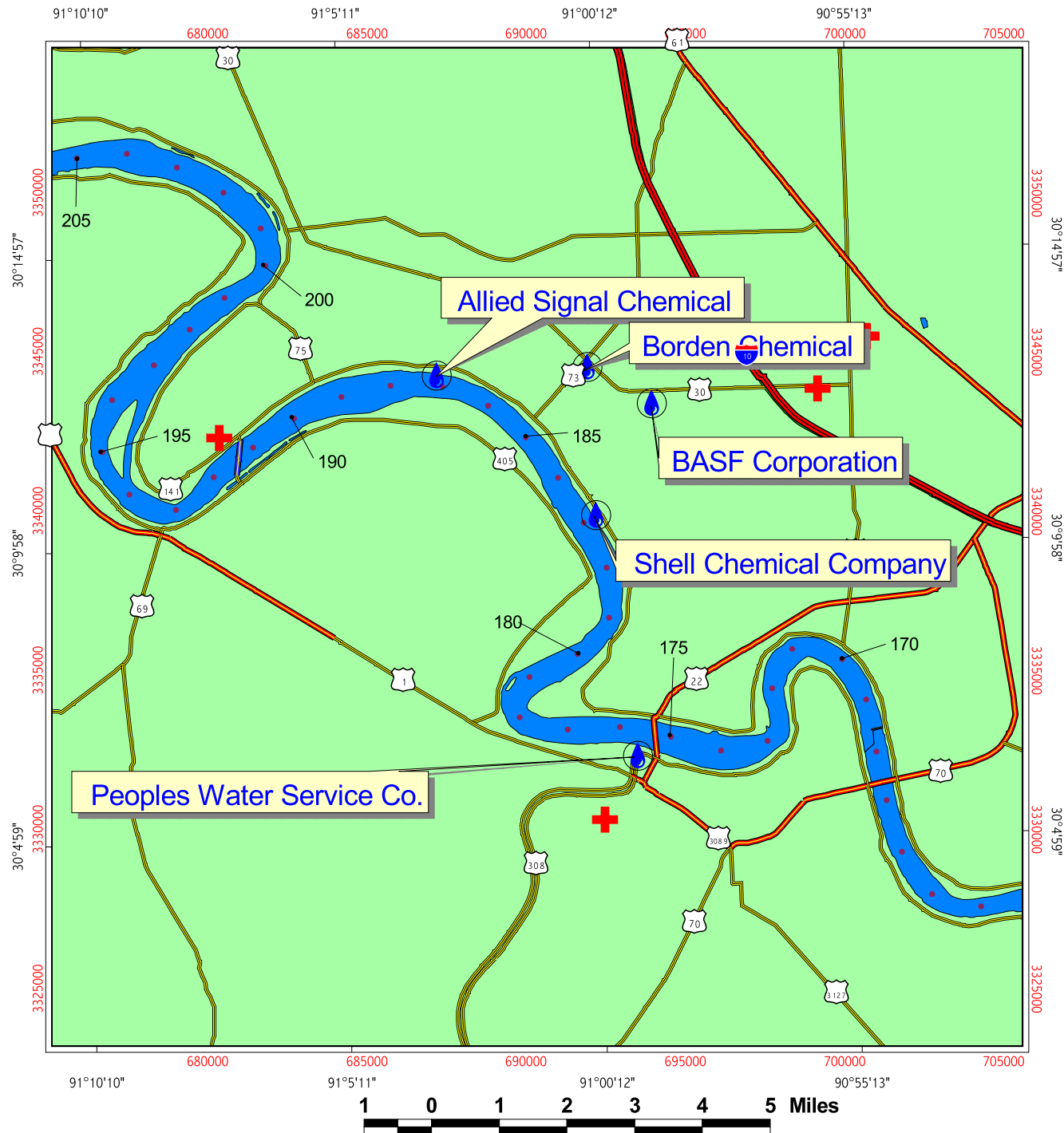
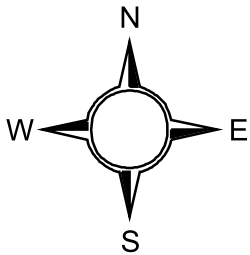
MSD Baton Rouge Water Intakes (WWN)

MM 205 - 168

Scale 180,000

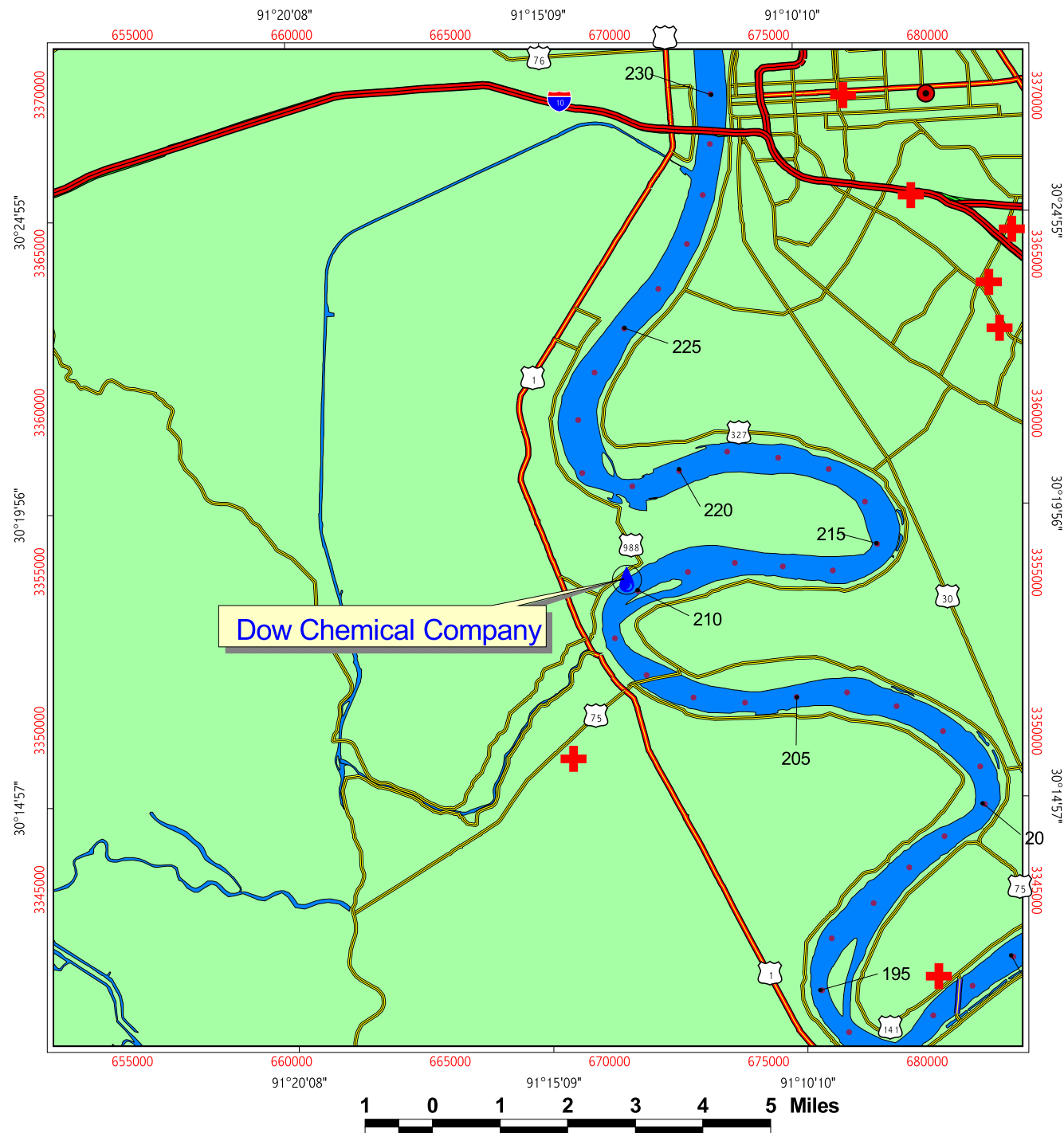
Key

-  Water Intakes
-  Milemarker
-  Cities
-  Hospitals
-  Interstates
- Roads**
-  Primary road with limited access
-  Primary road
-  Secondary and connecting road
-  Local road
-  Road, major and minor categories unknown
-  Ferry crossing
- Roads**
-  Water
- United States**
-  Louisiana
-  Mississippi



Key

	Water Intakes
	Milemarker
	Cities
	Hospitals
	Interstates
Roads	
	Primary road with limited access
	Primary road
	Secondary and connecting road
	Local road
	Road, major and minor categories unknown
	Ferry crossing
Roads	
	Water
United States	
	Louisiana
	Mississippi



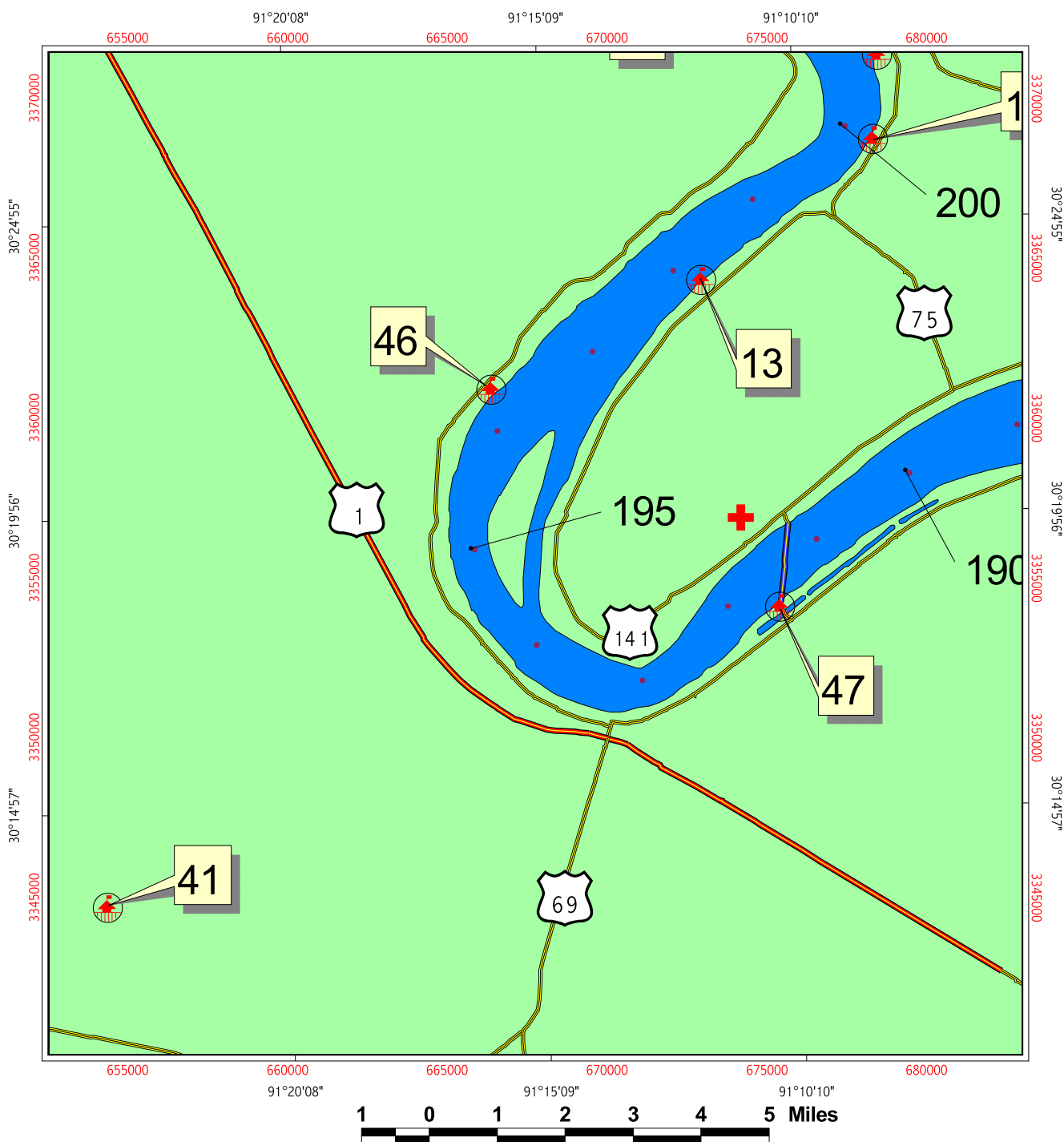
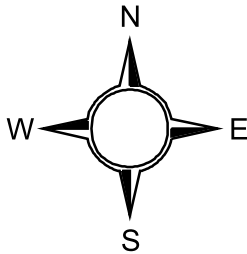
MSD Baton Rouge

Point Clair

Scale 77,400

Key

-  Collection Points
-  Water Intakes
-  Staging Areas
-  Milemarker
-  Cities
-  Hospitals
-  Interstates
- Roads**
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-  Water
- United States**
 -  Louisiana
 -  Mississippi



Index

A

Active Response	57
Air Force Memorandum of Agreement	30
Air Operations Branch Responsibilities	17
Air Services	174
Archeo/Historical Sensitivity	4
Area Assessments	85
Arheo/Historical	116
Army Corps of Engineers	179
Authorities and Responsibilities	63

B

Basic Response Considerations	24
Beaches	94, 95, 96, 97, 98, 99, 100, 101, 102
Bio-Remediation	38, 181
Bluffs	46, 47, 48, 49, 92, 93
Booming	34, 35
Break Bulk Vessels	74
Bulk Liquid Tank Vessels	76
Burning Vessel	67

C

Captain of the Port New Orleans Zone	85
CERCLA	5, 21, 52, 56, 63, 186
Chemical	77
Chemical Dispersion	28
Claims	193
Classification and Properties of Oil Types	24
Clean Water Act	5
Cleanup	88
Cleanup Factors	38
Cleanup Method	38
Coastal Structures	89, 91
Coastal Zone	85
Command Staff	10, 11
Commercial Fishing Vessels	75
Communications	58, 62, 80, 158, 159, 160
Communications Unit	125
Compensation/Claims Unit	185
Conservative Response	57
Container Vessels	75
Contractors	60, 67, 166
Cost Documentation	187
Cost Unit	186

D

Damage Assessment	194
Demobilization Unit	84

Dewatering	72
Dispersant	179
Dispersant Decision Information	31
Dispersant Monitoring	30
Dispersants	29, 31, 33
Diver Resources	175
Documentation	11, 52, 55, 58, 59, 63, 71
Documentation Unit	83
Dry Bulk Vessels	74

E

Eighth Coast Guard District	126, 143, 159
Emergency Notifications	18
Emergency Response Branch Responsibilities	16
Endangered and Threatened Species	3
Environmental Sensitivities	3
Environmentally Sensitive	113

F

Facilities	79, 138, 140
Facilities Unit	123
Federal	63
Federal Authorities and Jurisdiction	52
Federal Funds	186
Federal Notification Requirements	18
Federal On-Scene Coordinator (FOSC)	1, 5
Federal Removal Authority	5
Finance	183
Finance Section Chief	183, 184
Firefighting	65, 66, 67, 127, 177
Firefighting on Vessels	69
Firefighting Strategies	63
First Federal Official On-Scene	5
Food Unit	126
FOSC Preapproved Dispersant Use Manual	31
Freight Vessels	74

G

Geographic Boundaries	84
Geographic Response Plans	50
Geography	88
Gulf Strike Team	126

H

Hazardous Materials Releases	6
Hazardous Waste	161, 162
Hazardous Waste Management Facilities	53
HAZMAT Incident Initial Report	21
HAZMAT Response Operations	51, 53, 55

HAZMAT Response System	55
Health and Safety	117
Hyperbaric Chambers	156

I

Incident Action Plan	3, 13, 14, 15, 16, 17, 51, 63, 81, 82, 121
Incident Command System	8
Incident Commander	64
Information Officer Responsibilities	12
Initial Response Actions	55
In-Situ Burn	38, 182
In-Situ Burning	37
Intercoastal Waterway	115
Intracoastal Waterway	86, 87

L

Lake Ponchartrain	87, 113, 114
Liaison Officer Responsibilities	12
Lightering Operations	78
Lightering Plan	78
Liquid Natural Gas	76
Liquid Propane Gas	76
List Correction	73
Logistics	122
Logistics Section Chief	123
Lower Mississippi River	86, 114

M

Marshes	109, 110, 111, 112
Mass Casualties	79
Mechanical Recovery	33
Mechanical Recovery Constraints	33
Medical	79
Medical Considerations	79
Medical Services	153, 156
Medical Unit	125
Mississippi River Gulf Outlet	86, 115

N

National Contingency Plan	1, 28, 31
National Response Center	18
National Response Priorities	3
National Response System	1, 2
National Response System Doctrine	1
Natural Remediation	38
Natural Resource Trustees	4
NIIMS	8
NOAA Scientific Support Coordinator	11

O

Offshore Mechanical Containment Techniques	34
Offshore Mechanical Recovery Techniques	35
Oil and Hazardous Substance	86
Oil Pollution	6
Oil Pollution Act	5, 6, 7
Oil Removal Strategies	24
Oil Spill Initial Report	19
Oil Spill Liability Trust Fund	5, 186
Oil Spill Removal Organizations	128, 129, 165

Open Water Response Operations	27
Operations	14
Operations Organization	14
Operations Section Chief Responsibilities	15
Operator	64
Owner	64

P

Passenger Vessels	77
Petroleum	76
Planning Organization	81
Planning Section Chief Responsibilities	82
Points of Contact	142, 147, 148, 152
Pollution Funding Removal Authorization	189, 190
Port Operations Branch Responsibilities	16
Preliminary Assessment	55
Procurement Unit	185
Protection Priorities	116
Public Health	116
Public Information Team	157
Public Protective Measures	56

R

Recovery and Protection Branch Responsibilities	16
Resource Conservation Recovery Act	178
Resource Unit	83
Response Advisory Team	126
Response Doctrine	2
Response Operations	20, 23, 30, 37, 55, 63
Response Organization	8
Response Plans	7, 57
Response Resources	166
Responsible Party	1, 7, 18, 19, 21, 29, 51, 77, 78
Roll-on/Roll-off Vessels	75

S

Safety Officer Responsibilities	13
Salvage Operations	77
Salvage Plan	78
Salvage Resources	175
Salvage/Lightering Strategies	77
Salvages	157
Scientific Support Coordinator	29, 30, 158
Section 106 Consultation	4
Selection of Method	45
Sensitive Areas	38, 113, 114, 116
Sensitivity	105, 107, 109, 111, 113
Sensitivity	88, 97, 99, 101, 103
Shoreline	88
Shoreline Cleanup Methods	40, 44
Shoreline Cleanup Strategies	38
Shoreline Protection	28
Sinking Agents	38
Site Safety Plan	117
Situation Unit	82
Skimmers	35
Socio/Economic Sensitivity	4
Special Permits	178
Staging Area Manager Responsibilities	15
State Authorities and Jurisdiction	53
State Notification Requirements	18

State Response Policies	5
Strike Teams	157
Substantial Threats to Public Health and Welfare	3
Supply Unit	123
Support	17, 30, 126
SUPSALV	158
Swamps	107, 108

T

Technical Specialists	11, 82
Temporary Storage, Treatment, Disposal	160
Tidal Flats	103, 104, 105, 106, 117
Time Unit	184
Transfer, Storage, and Processing	88
Transportation Routes	87
Transportation/Ground Support Unit	124

U

Unified Command	3, 4, 5, 8, 9, 10, 11, 12, 14, 15, 28, 51, 53, 58, 78, 81, 82
-----------------	---

Unified Command Meeting	10
Unified Command Responsibilities	10

V

Vessel Response Plan Requirements	28
Vessel Stability	70

W

Water Discipline	72
Water Intake Facilities	119
Waterway Transportation	86
Waterways Warning Network	118
Waterworks Warning Network	118
What to Report	18
Wildlife and Fisheries	113
Wildlife and Fisheries	113